

River North Urban Design Overlay

Proposed Amendment to the River North UDO
As Submitted on 02-03-2026

Document Contact Information

Planning Department staff provides consultations for developing within the River North Urban Design Overlay. Call (615) 862-7190 to schedule a meeting.

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Section I: Introduction

Introduction

History and Overview

The East Nashville Community includes a portion of the “East Bank”—the area on the east bank of the Cumberland River. The bulk of the East Bank is in the Downtown Community; however, a portion of the East Bank from Spring Street on the south to the I-24/I-65 interchange to the north is in the East Nashville Community. This area is commonly referred to as “River North.” For years, this area has been home to light industrial and warehousing businesses, and it also experienced severe flooding during the flood of 2010. As downtown redevelops, developers are looking to the East Bank, including the northern portion in East Nashville, for redevelopment opportunities. This area is envisioned to redevelop to greater intensity, with taller buildings, capitalizing upon its river location and proximity to downtown.

River North is conceptualized as a vibrant, mixed-use, active neighborhood. The activation of the Cumberland River and publicly accessible greenspace are both important aspects of the neighborhood’s development. The culture of creation within “Production Row” is a key aspect of the neighborhood’s culture. Therefore, the music industry is encouraged to continue to locate within River North and use the District for various uses. Re-use and adaptation of existing structures and elements within River North is encouraged as a part of the area’s development to respect the history of warehousing and light industry.

While portions of River North sit within a floodplain, various mitigation strategies are available to allow for sustainable development in this area. These strategies include, but are not limited to:

- Floodable underground detention basins
- Flow-through construction
- Development of infiltrative, sustainable landscapes
- Elevation of building sites

Intent

The goals of the Urban Design Overlay are as follows:

- Establish a compact mixed use development pattern distributed along a system of streets that transitions in scale from the core to the neighborhood.
- Ensure that buildings are oriented to and linked by a cohesive pedestrian system.
- Encourage a balance of transportation options for pedestrians, bicycles, vehicles and transit.
- Encourage high quality (function and aesthetic) open spaces for assembly, relaxation, civic events, display of public art and other similar purposes.
- Encourage a high level of pedestrian-generating activity along streets and a pedestrian friendly environment.
- Encourage environmentally sensitive development and green space.



Section I: Introduction

Location

River North is a mixed-use, urban, downtown neighborhood, located along the East bank of the Cumberland River.



Section I: Introduction

How to Use this Document

This document is to be used by developers, property owners, government officials, residents, and any individual who is interested in development or redevelopment of any property located within the UDO boundary.

A UDO is a zoning tool that requires unique physical design standards for development or redevelopment within a designated area that would otherwise not be ensured by the standard provisions of the zoning regulations. A UDO can modify base zoning standards such as setbacks, building height, floor area ratio, and parking per the provisions outlined in Section 17.36.320 of the Zoning Code. The standards established in this document vary from the underlying base zone district standards for the properties in the UDO. All provisions are regulatory in nature and have the same force and effect as the zoning regulations of the Metro Code. Any final plans submitted for approval under the UDO will be reviewed for adherence to these provisions and to the provisions of the base zoning that are not varied by the UDO. If a final plan is consistent with the UDO and the zoning standards it can be approved administratively by the Executive Director as expressed in the Planning Commission's bylaws and as clarified here.

The design standards established in the UDO are intended to direct future development in a manner that addresses strategies for site design including placement, massing and orientation of buildings, architectural treatment, landscaping and screening, general access and parking, and signage. In some instances, desired standards that are beyond the authority of the zoning ordinance accompany the goals and objectives. These desired standards pertain to areas for which Metropolitan Government exercises final authority over design, construction and operation of facilities, such as public rights-of-way and stormwater detention and conveyance. The incorporation of these standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments.

Overlapping Plans

Within the UDO boundary area, there may exist other regulations and design guidelines intended to work in conjunction with the UDO. Property owners and developers should consult with all departments and agencies during the development process to address any and all rules, regulations and policies. Property owners should consult with Metro Planning and the Nashville Department of Transportation (NDOT) to make the necessary improvements to the streetscape in accordance with the Major and Collector Street Plan and the Strategic Plan for Sidewalks and Bikeways.

- If a property is zoned Specific Plan then all standards contained with the Specific Plan shall apply and the UDO standards would apply for any standard not addressed in the SP.
- If a property has a Planned Unit Development Overlay then the standards of the PUD shall apply and the UDO standards would apply for any standards not addressed in the PUD.
- Final construction drawings shall comply with the design regulations established by NDOT, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

Subdistricts

The River North UDO is organized by Subdistricts, as identified on the Regulating Plan. Subdistricts are smaller districts within the larger UDO area that are envisioned to have unique character and development standards.

To determine the standards which apply to a particular property:

- On the Regulating Plan, identify the Subdistrict in which the property is located.
- Consult the Subdistrict Standards section for the development standards relevant to the Subdistrict.
- Consult the General Standards section for guidance on development standards for all Subdistricts.

Section I: Introduction

Compliance, Modifications and Design Review

Compliance

All provisions of the Metro Zoning Code shall apply, unless otherwise addressed by the River North UDO standards. The UDO standards shall apply as follows:

New Development:

Full Compliance with all standards of the UDO.

An addition to the square footage of the existing building:

The addition shall be in compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.

A new structure on a lot with existing building(s):

The new structure shall be in compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.

Signage Compliance:

Signage is per base Zoning District with review via the Codes Department.

Redevelopment of existing riverfront buildings:

For the property located on the river, commonly referred to as “Cherokee Marine,” the property may be redeveloped and deviations from the UDO may be permitted via a minor modification. The development shall try, where possible, to comply with the terms of this UDO and the permitted uses in the base zoning shall apply. Nevertheless, development shall be encouraged and allowed, including deviations, so long as the overall plan is consistent with the intent and purpose of the UDO.

Inclusionary Housing

Applicants shall provide two scenarios with proposed residential development. One scenario shall illustrate the residential development entitlements provided by the underlying zoning at the time this UDO was adopted, and the second scenario shall illustrate the residential development entitlements permitted by the UDO standards.

If residential entitlements provided by the UDO standards are greater and the proposed development involves five or more residential rental units, affordable or workforce housing shall be recognized as set forth in Ordinance Nos. BL2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.

If the underlying zoning for the property has changed since the adoption of this UDO, applicants shall provide a third scenario showing residential entitlements provided by the current zoning with the UDO applied. If the proposed development involves five or more residential rental units, affordable or workforce housing shall be recognized as set forth in Ordinance Nos. BL2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units, due to residential development entitlements gained through the underlying zone change.

Section I: Introduction

Modifications to the Standards

An applicant may seek modifications to the standards of this document. Any standard within the UDO may be modified, insofar as the intent of the standard is being met, the modification results in an equal or better urban design for the neighborhood, and the modification does not impede or burden existing or future development of adjacent properties.

The River North UDO, the East Nashville Community Plan, the Major Street and Collector Plan, and any other policies and regulations from governing agencies shall be consulted when considering modifications.

Modifications may be approved by Planning staff or the Planning Commission.

- Minor modifications – deviations of 20 percent or less, or minor deviations in non-numerical standards – may be approved by Planning Staff.
- Any determination made by the Planning Staff may be appealed to the Planning Commission.
- Major modifications – deviations of more than 20 percent– and major deviations from non-numerical standards may be approved by the Planning Commission.
- For modifications to overall height, the Executive Director of the Planning Department shall determine whether the developer has made reasonable efforts to use all appropriate bonuses. The Executive Director's decision may be appealed to the Planning Commission. If it has been determined that all reasonable efforts have been made to use the Bonus Height Program, the applicant shall hold a community meeting with the property owners within 300 feet, providing notice to these owners, and the Planning Commission shall review the modification request and may grant additional height for exceptional design including but not limited to unique architecture, exceptionally strong streetscape and improvements to the project's relationship to surrounding properties.

Variances and Special Exceptions

Variances and special exceptions that are not specifically for standards of the River North UDO shall follow the procedures of the applicable chapters of the Zoning Code.

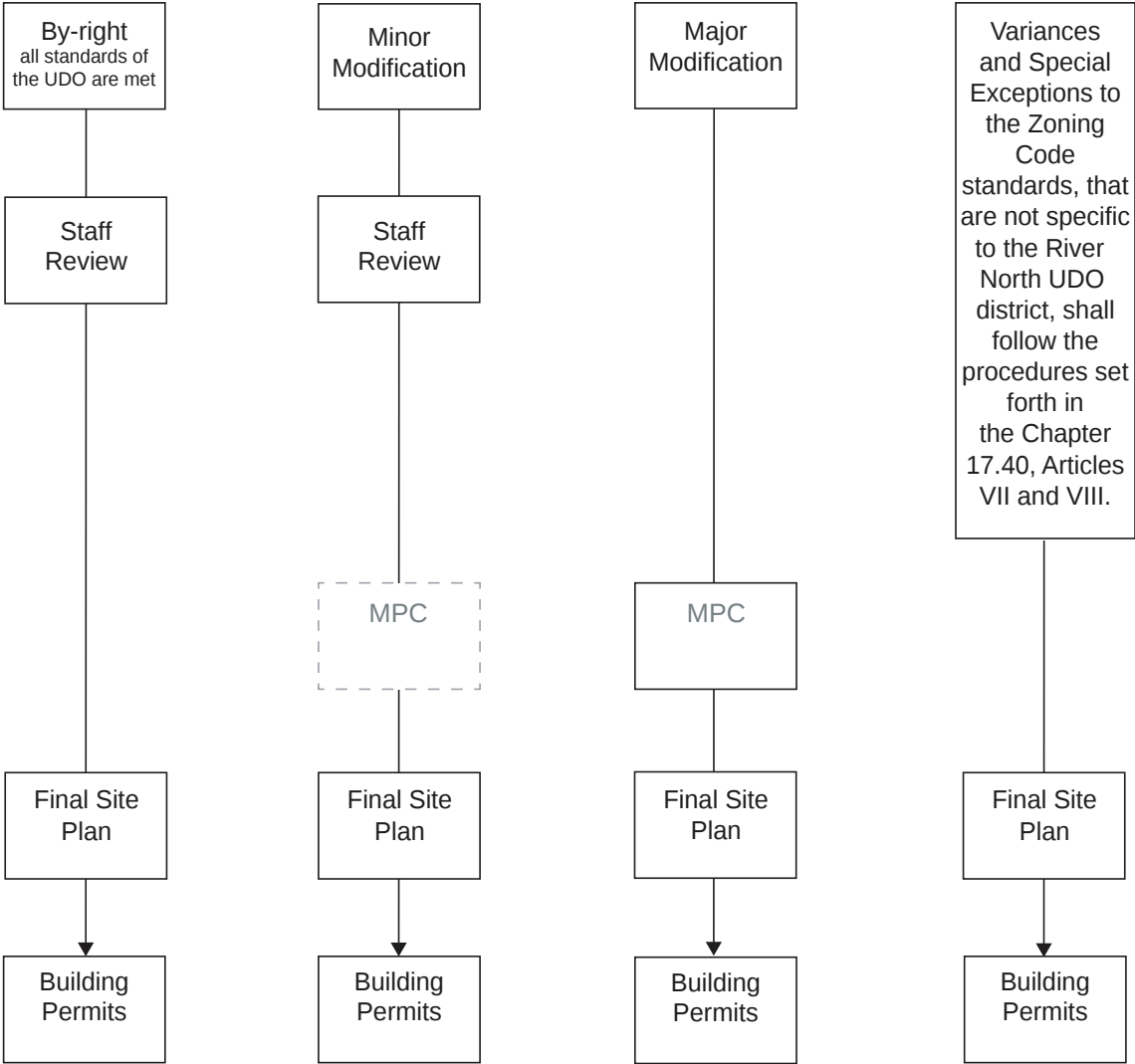
Variances and special exceptions shall not be applicable to the height standards of the UDO which are governed by the earlier procedure reference above. Standards specific to the River North UDO may be modified based on the Modifications section of this document.

Civic Buildings

For Civic Buildings within the UDO:

- The Metro Planning Commission or its designee shall make the final determination of compliance with the UDO standards.
- Civic Buildings within the River North UDO shall be iconic, shall not be prototypical design, and must respond to the materiality and form of the surrounding context.

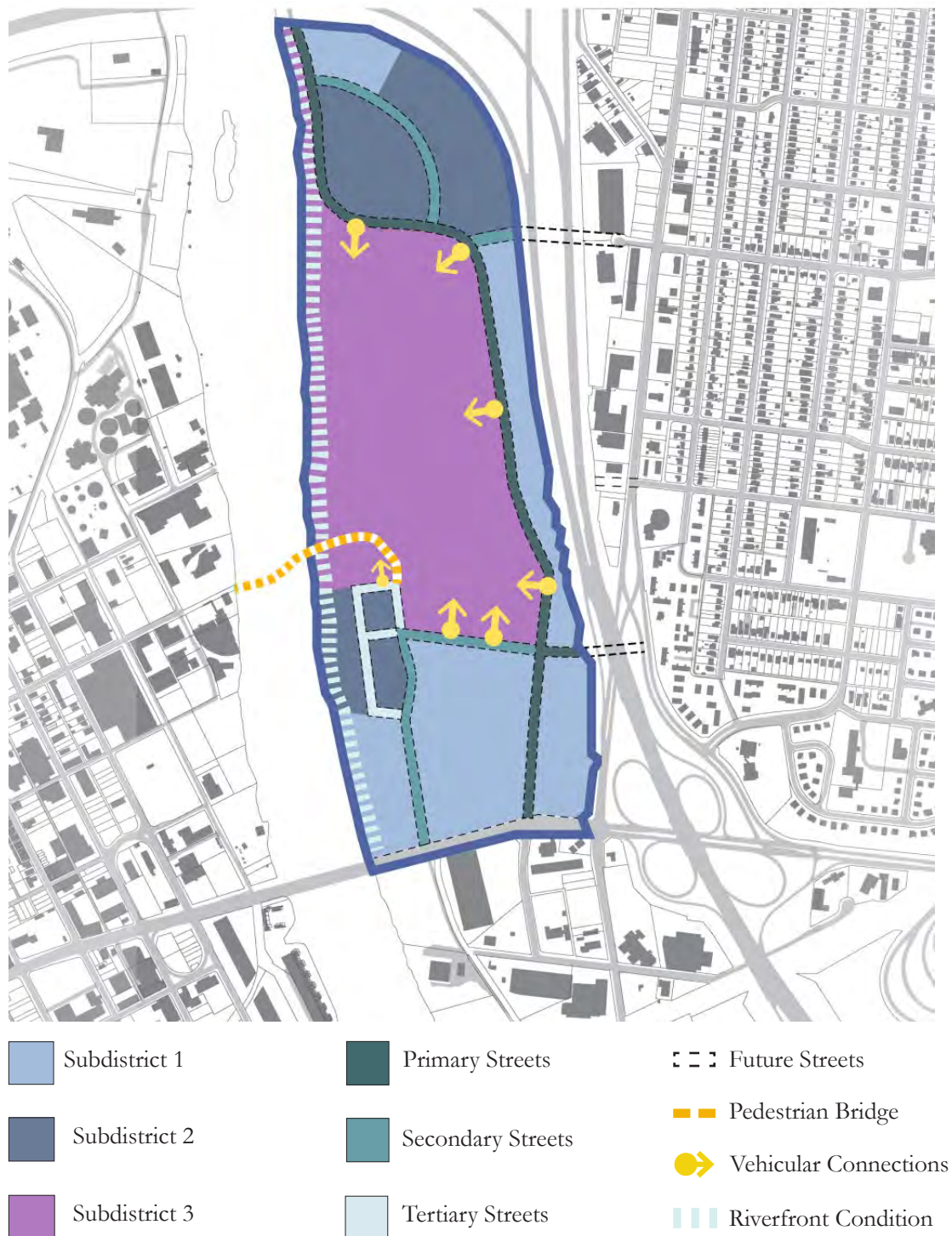
Section I: Introduction



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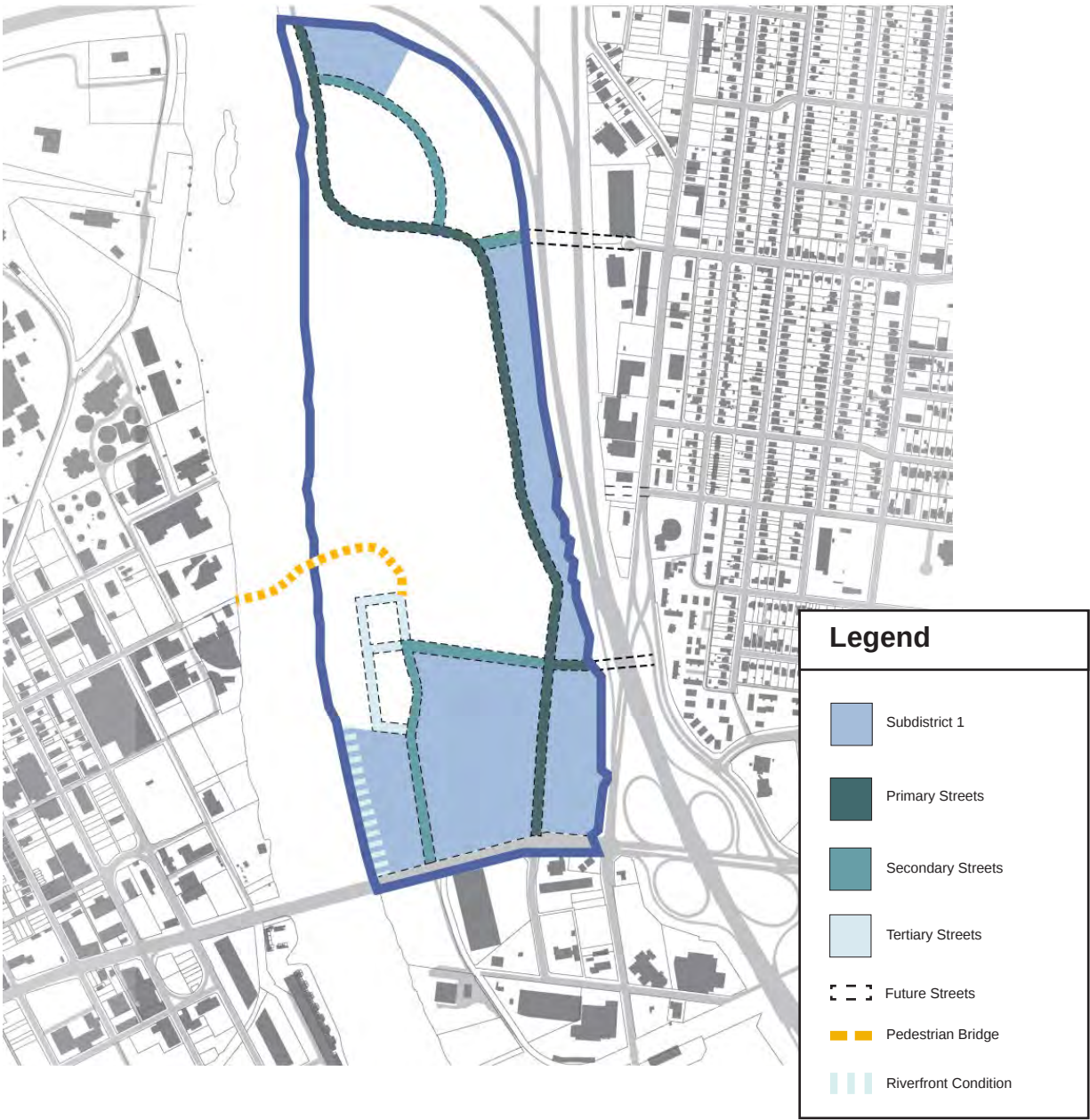
Section II: Subdistrict Standards

Section II: Subdistrict Standards



Section II: Subdistrict Standards

Subdistrict 1: Regulating Plan



Subdistrict 1

Section II: Subdistrict Standards

Subdistrict 1: Building Regulations

Frontage

A Build-to Zone	0'-15'
B Facade Width	
Primary Streets	60% of lot frontage min.
Secondary Street	40% of lot frontage min.
Tertiary Street	20% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth	15' from building facade
------------------------------	--------------------------

Height

D Min.	14'
E Max.	15 stories

Additional height available through the Bonus Height Program

Step-back *

Step-back required on all streets and Open Space

F Step-back between 1st and 8th stories for all buildings taller than 7 stories	
Min. step-back depth	15'

G

Side & Rear Setbacks

Min.	0'
H	

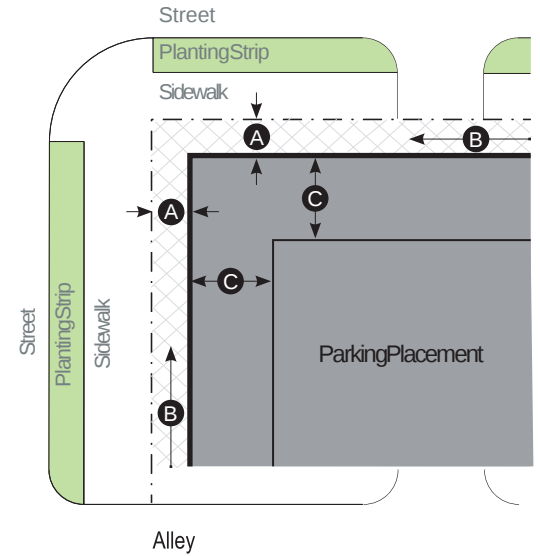
Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan

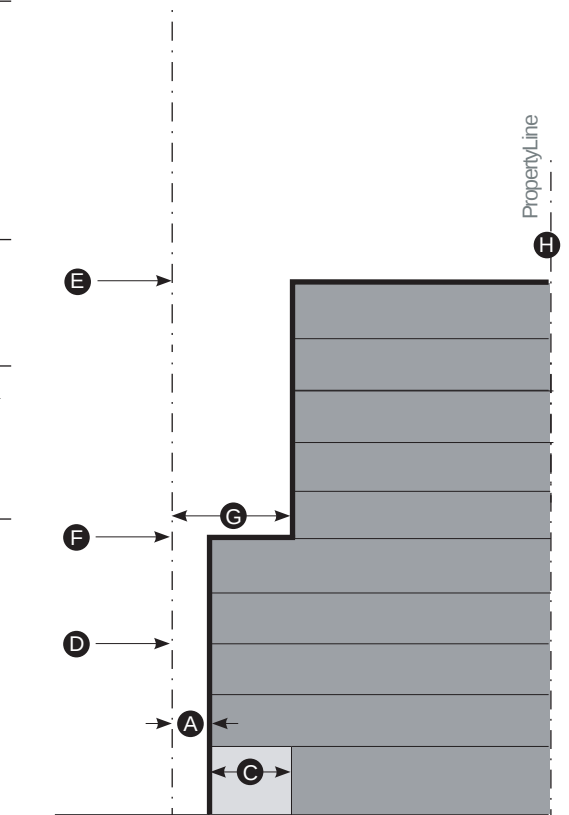
Riverfront Condition

By the 11th story, 20% min. of the total length of the Riverfront Condition frontage must be open to provide for views across the site.

* See page 30 for full description of step-back.



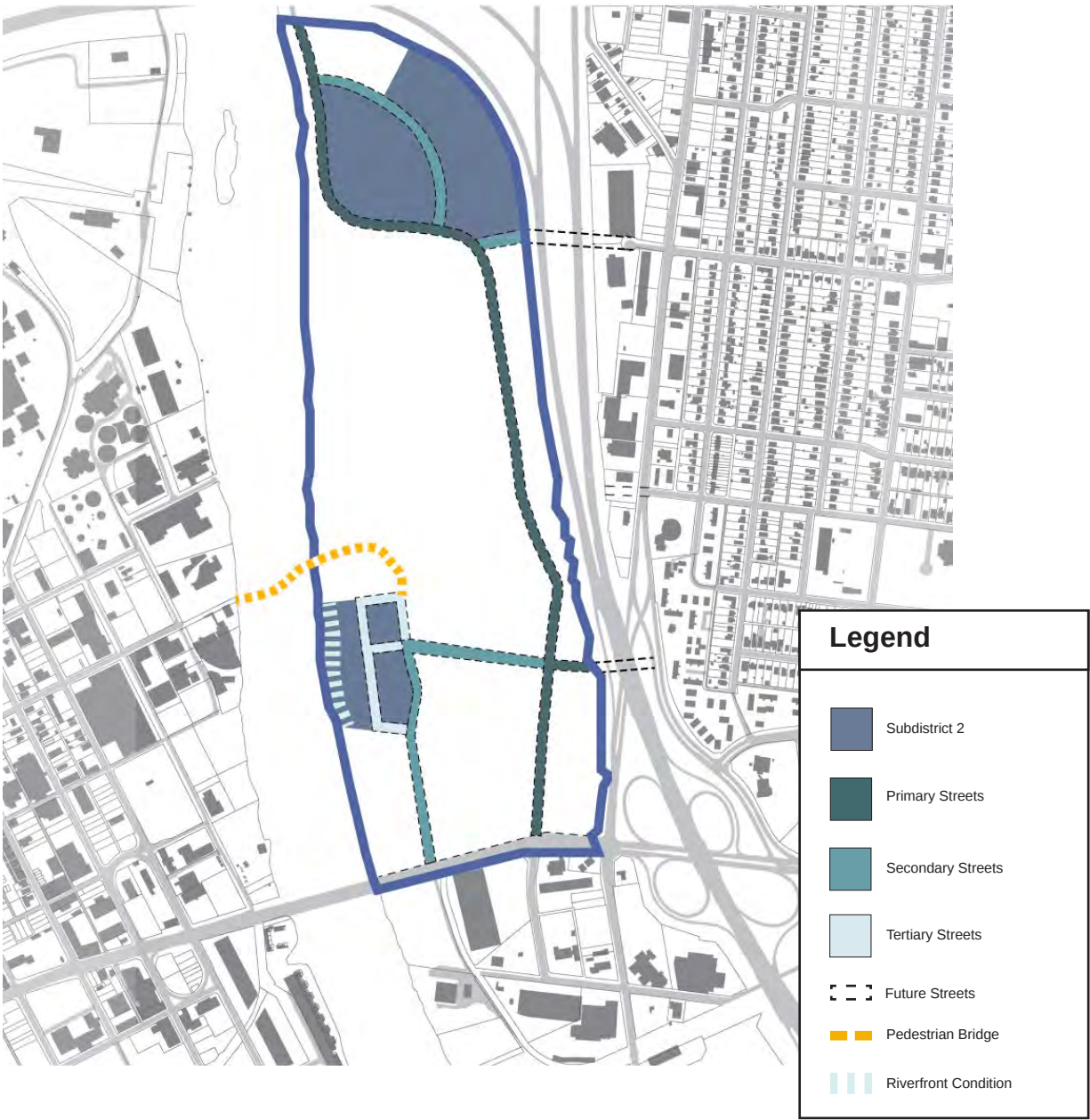
Building Plan



Building Section

Section II: Subdistrict Standards

Subdistrict 2: Regulating Plan



Subdistrict 2

Section II: Subdistrict Standards

Subdistrict 2: Building Regulations

Frontage

A Build-to Zone	0'-15'
B Facade Width	
Primary Streets	60% of lot frontage min.
Secondary Street	40% of lot frontage min.
Tertiary Street	20% of lot frontage min.
Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.	

C Min. building depth	15' from building facade
------------------------------	--------------------------

Height

D Min.	14'
E Max.	25 stories
Additional height available through the Bonus Height Program	

Step-back *

Step-back required on all streets and Open Space

F Step-back between 1st and 8th stories for all buildings taller than 7 stories	
Min. step-back depth	15'

G

Side & Rear Setbacks

Min.	0'
-------------	----

H

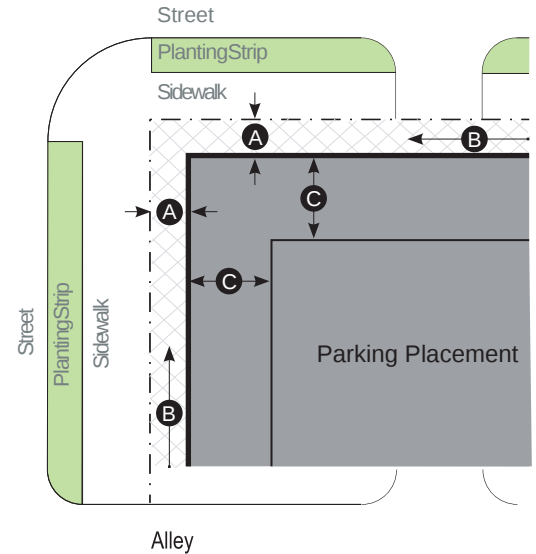
Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan

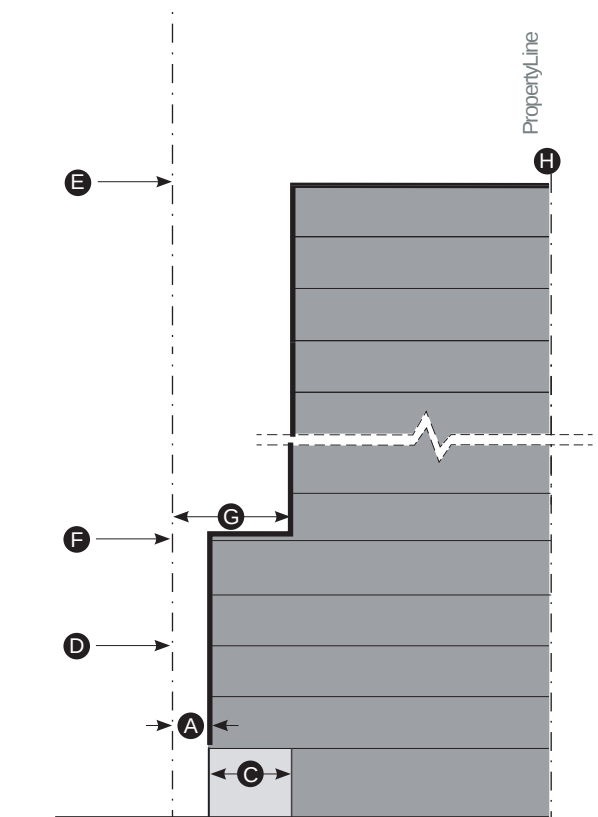
Riverfront Condition

By the 11th story, 20% min. of the total length of the Riverfront Condition frontage must be open to provide for views across the site.

* See page 30 for full description of step-back.



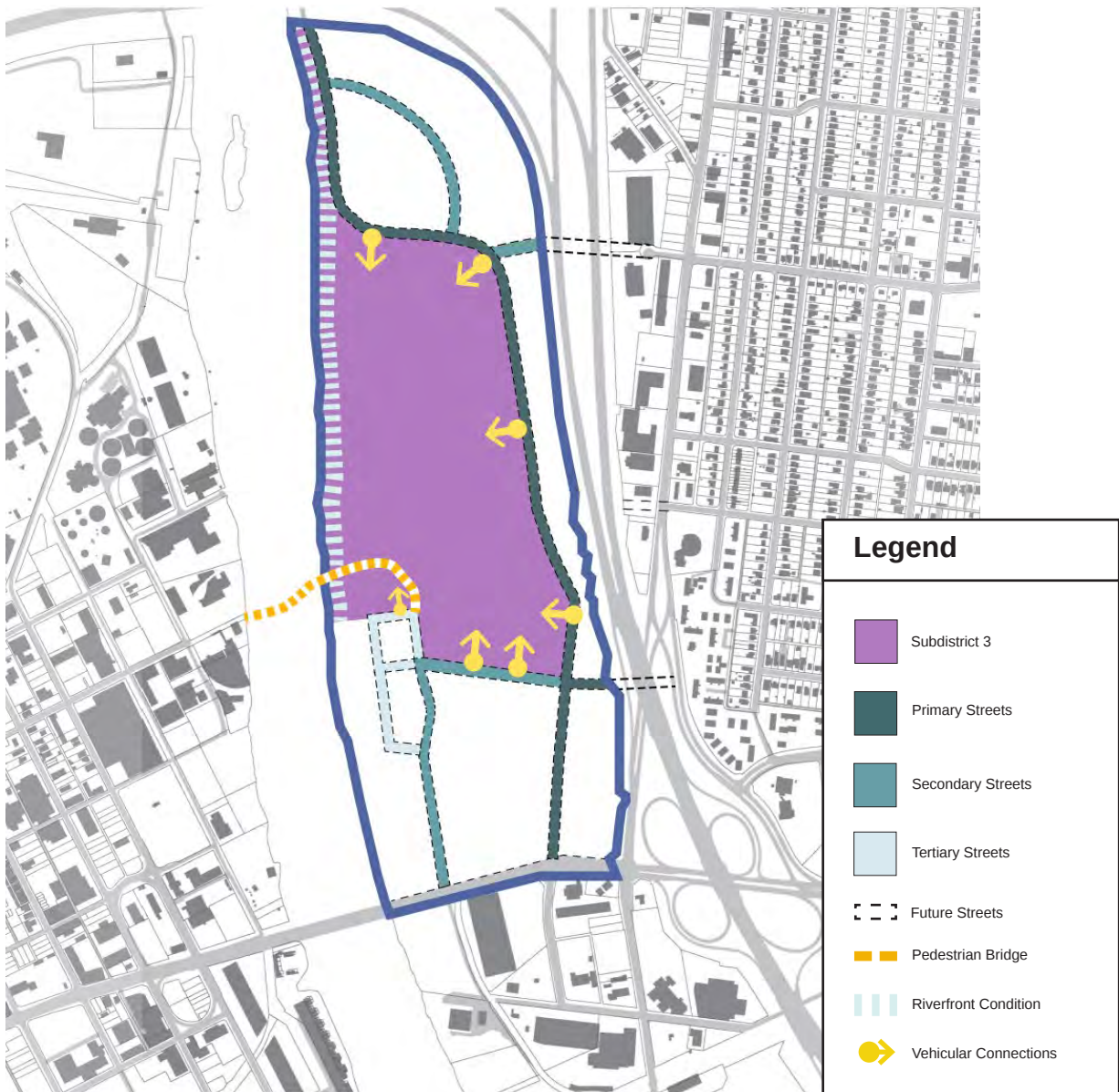
Building Plan



Building Section

Section II: Subdistrict Standards

Subdistrict 3: Regulating Plan



Subdistrict 3

Open Space Strategy

The Cumberland River is Nashville's most significant natural resource. The open space framework for Subdistrict 3 prioritizes policy objectives to re-center the river as a public amenity and bolster flood resiliency by making room for the river. By integrating green infrastructure, native plantings, and habitat-supportive landscapes within this urban context, the subdistrict contributes to the broader ecological network while providing accessible public amenities. Development within Subdistrict 3 encourages enhanced biodiversity and incorporates ecological restoration strategies where feasible, creating a resilient urban landscape that serves both community and environmental goals.

Section II: Subdistrict Standards

Subdistrict 3: Building Regulations

Frontage

Min. building depth	15' from building facade*
Build-to Zone	None Required
Facade Width	None Required
Building Setbacks	None Required
Step-Back	None Required

Height

Min.	14' *
Max.	15 stories
Max. Floor to Floor	25'

Measurement of Height

Building height shall be measured from the ground floor. Where floor to floor height exceeds 25', story shall be counted as two building stories for the purposes of overall building height calculations.

Finished Floor Elevation

Ground floor finished floor elevation (FFE) to be a maximum of 20' above the FEMA designated 100 Year Flood Elevation. Variances in FFE for the subdistrict are subject to approval by Metro Planning.

Impervious Surface Ratio (ISR)

Max.	0.60
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Riverfront Condition

By the 11th story, 20% min. of the total length of the Riverfront Condition frontage must be open to provide for views across the site.

* Does not include Accessory Structures.

Section II: Subdistrict Standards

Subdistrict 3: Building Regulations

Secure Boundary

A secure boundary is a physical barrier, such as a fence or body of water, delineating publicly accessible space from private development area. When utilized, fence shall be a maximum of 10' in height measured from adjacent grade. Fence shall not be located within or encroach upon the public right-of-way or any public access easements.

All fences and gates at the secure boundary shall provide an average of 30% opacity unless otherwise approved by Metro Planning staff. Refer to p. 28 for more information on fence height and placement.

Transition Zone

The Transition Zone is the area within the secure boundary. Where building ground floor finished floor elevation (FFE) is elevated compared to the adjacent grade of the public right-of-way (ROW), the Transition Zone shall function as a grade transition using sloped topography and landscape planting, minimizing the use of retaining walls. Proposed grade elevation may vary along exterior building facade within Transition Zone.

Pedestrian Entrances

Pedestrian entrances to buildings located within Secure Boundary shall be exempt from all requirements for pedestrian entrances in the General Standards.

Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan or as otherwise approved by NDOT and Metro Planning staff.

Within Subdistrict 3, Multi-Modal Paths serve as "Green Connections" per General Standards requirements for open spaces. Multi-Modal Path to be a minimum of 14' wide.

Multi-Modal Paths shall be located within public ROW where possible. An access easement shall be provided if the Multi-Modal Path is located on private property. Final layout subject to Metro Planning and NDOT staff approval.

Section II: Subdistrict Standards

Subdistrict 3: Building Regulations

Structured Parking

Open structured parking may be utilized as a resilient building solution to allow water movement through the site in flood conditions. Where parking is not below grade, Subdistrict 3 utilizes the Innovative Design approach per General Standards for Garage Treatment to visually obscure exposed structured parking from the public right-of-way. Strategies shall include a variety of screening methods, including landscape berms, vegetation, and architectural features such as colonnades, landscape terraces, and building overhangs.

Where open structured parking forms the building facade edge and vegetation is utilized as the primary screening method, plant quantities per 100 linear feet of structured parking façade along public right-of-way shall be equivalent to quantities per D-1 buffer per Section 17.24.240D of the Metro Code.

Accessory Structures

Accessory Structures are outbuildings, including but not limited to guard houses, outdoor pavilions, or similar structures, that serve ancillary needs for the primary buildings. An Accessory Structure shall be a maximum of 25' tall and 5,000 s.f. in total area. Non-residential spaces may have finished floor elevations below the FEMA designated 100 year flood elevation.

Screening within Utility Easements

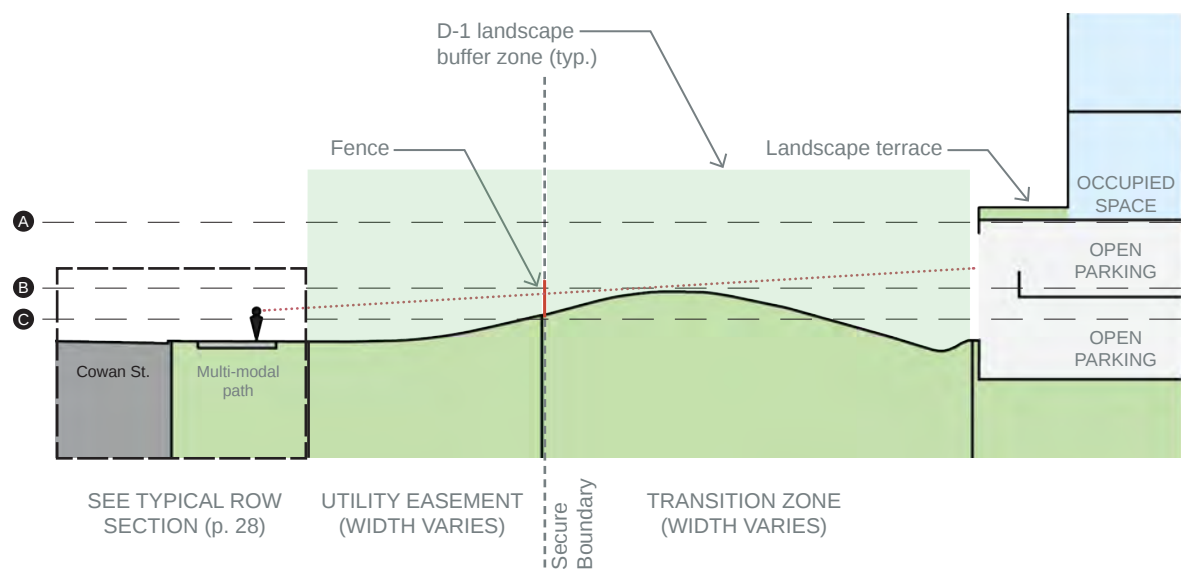
All berming and landscape planting within utility easements is subject to Metro Planning and utility staff approval.

Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 1 : North side of Subdistrict 3 at Cowan St.

- A BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B MWS FLOOD OF RECORD (421.0')
- C FEMA 100 YR. FLOOD



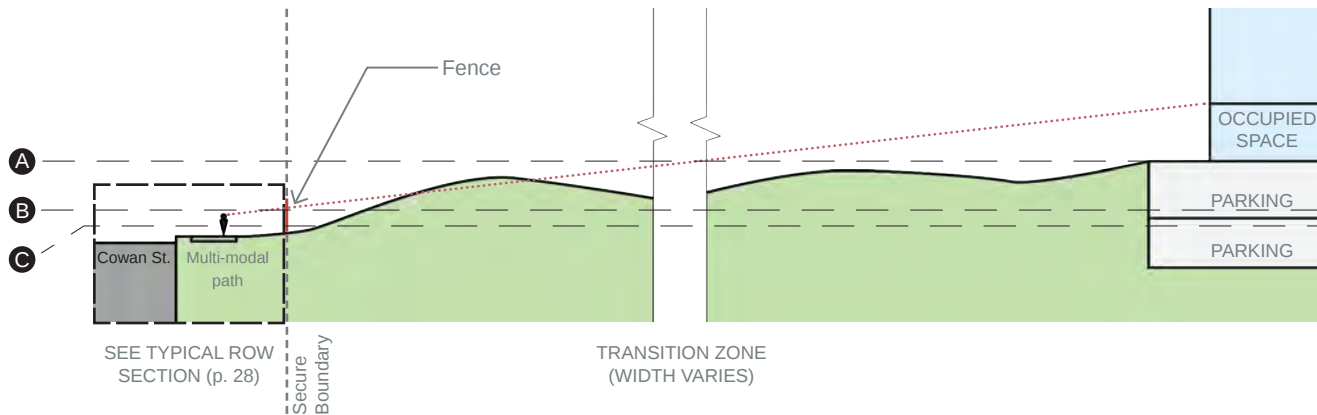
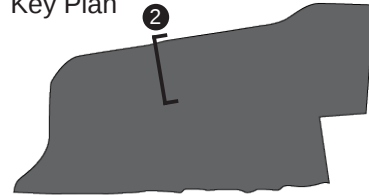
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 2: East side of Subdistrict 3 at Cowan St.

- A** BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B** MWS FLOOD OF RECORD (421.0')
- C** FEMA 100 YR. FLOOD

Key Plan



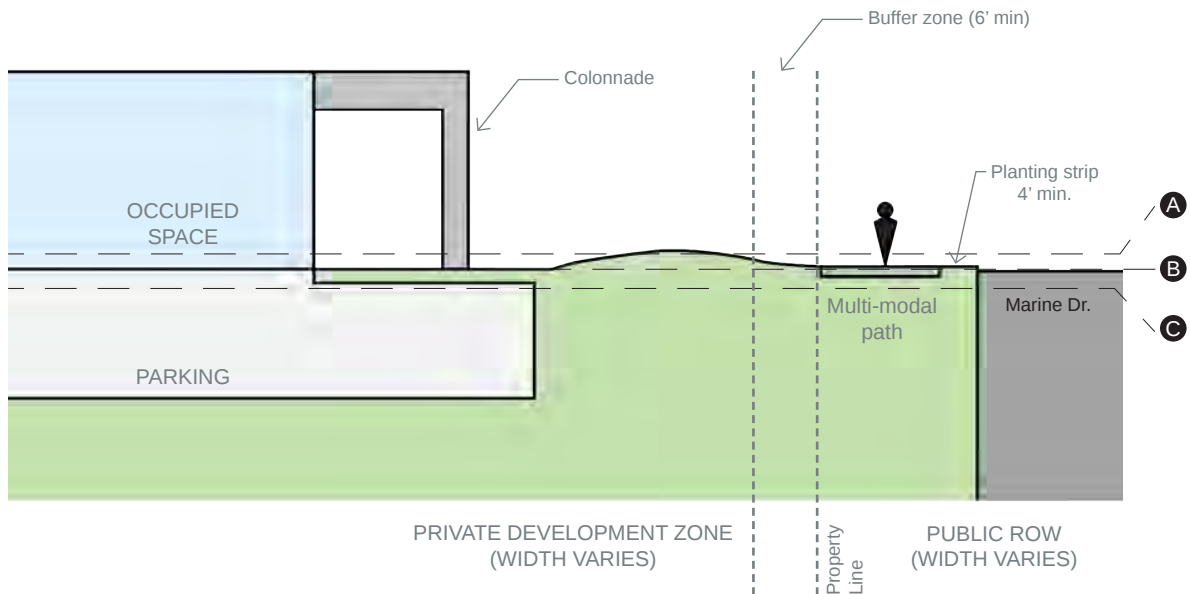
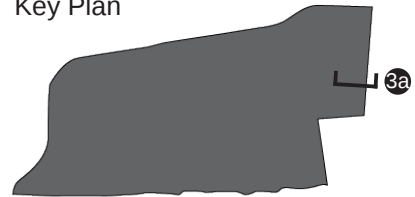
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 3a: Commercial frontage at Marine Dr.

- A** MWS FLOOD OF RECORD (421.0')
- B** MWS COMMERCIAL ELEVATION (MIN. 100 yr + 1)
- C** FEMA 100 YR FLOOD

Key Plan



NOTES

1. A MINIMUM OF ONE PEDESTRIAN ENTRY SHALL BE PROVIDED ALONG EACH PRIMARY BUILDING FAÇADE FRONTING THE PUBLIC ROW.
2. PRIVATE DEVELOPMENT ZONE SHALL INCORPORATE AT LEAST 6 FEET OF PUBLICLY ACCESSIBLE SPACE AS A BUFFER BETWEEN THE MULTI-MODAL PATH AND THE PRIVATE DEVELOPMENT ZONE. PRIVATE SEATING AREAS AND RELATED SERVICE ACTIVITY SHALL NOT IMPEDE THIS BUFFER ZONE.

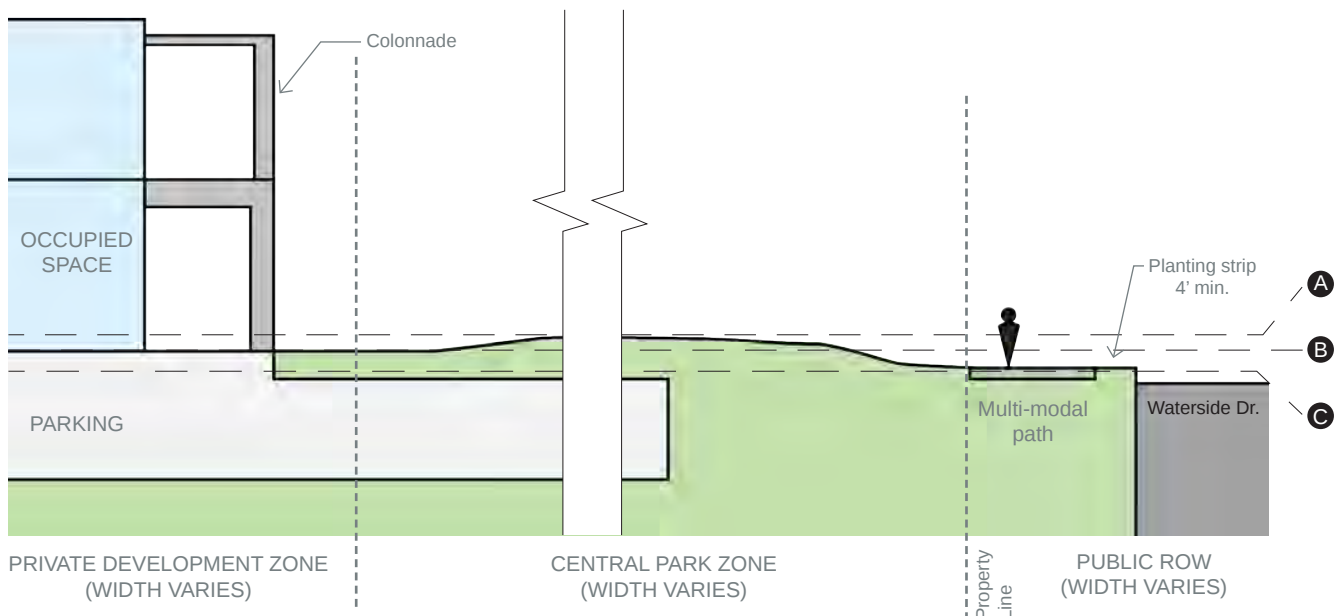
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 3b: Commercial frontage at Waterside Dr.

- A** MWS FLOOD OF RECORD (421.0')
- B** MWS COMMERCIAL ELEVATION (MIN. 100 yr + 1)
- C** FEMA 100 YR FLOOD

Key Plan



NOTES

1. A MINIMUM OF ONE PEDESTRIAN ENTRY SHALL BE PROVIDED ALONG EACH PRIMARY BUILDING FAÇADE FRONTING THE PUBLIC ROW.
2. CENTRAL PARK ZONE SHALL BE ADJACENT TO A MULTI-MODAL PATH CONNECTION FROM MARINE DR. TO THE RIVERFRONT GREENWAY. FINAL LOCATION AND LAYOUT SUBJECT TO METRO PLANNING AND NDOT STAFF APPROVAL.
3. ALL ACTIVITIES WITHIN CENTRAL PARK SHALL COMPLY WITH REQUIREMENTS FOR PRIORITY ELEMENTS AND AMENITIES PER CENTRAL PARK GENERAL STANDARDS (SEE P. 64 FOR MORE INFORMATION). PRIVATE SEATING AREAS AND RELATED SERVICE ACTIVITY SHALL BE LIMITED TO THE PRIVATE DEVELOPMENT ZONE. PRIVATE ZONE MAY VARY IN WIDTH ALONG BUILDING FACADE WHILE PROVIDING FOR A MIN. 2 ACRE CENTRAL PARK.
4. CENTRAL PARK SHALL PROVIDE GENEROUS SEATING OPPORTUNITIES AND COMPLY WITH ADA REGULATIONS.
5. THERE SHALL BE A MATERIAL DELINEATION BETWEEN THE PRIVATE DEVELOPMENT ZONE AND THE CENTRAL PARK.

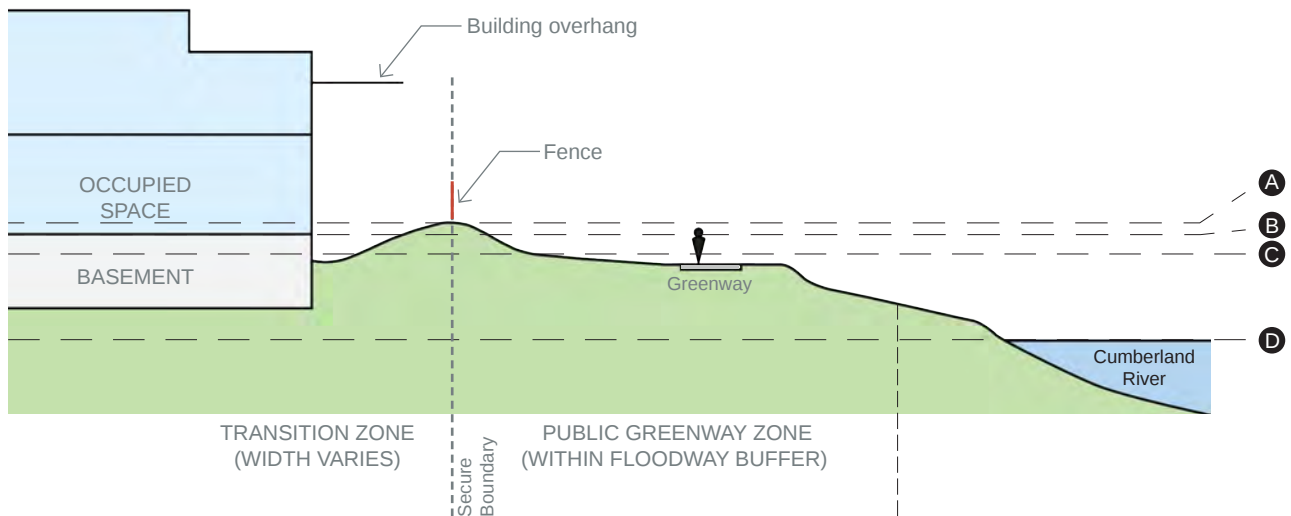
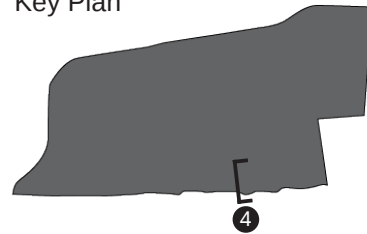
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 4: Riverfront at southwest corner of Subdistrict 3

- A MWS FLOOD OF RECORD (421.0')
- B BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- C FEMA 100 YR. FLOOD
- D NORMAL POOL (385')

Key Plan



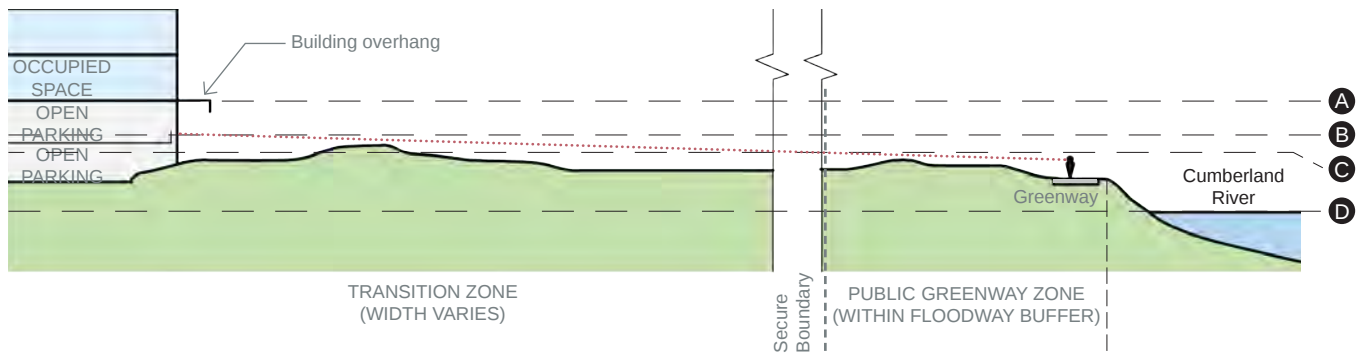
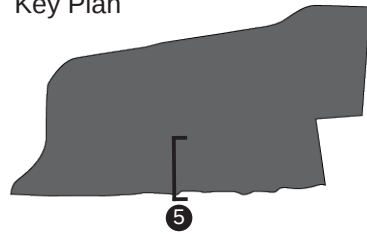
Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 5: Riverfront at west side of Subdistrict 3

- A** BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B** MWS FLOOD OF RECORD (421.0')
- C** FEMA 100 YR. FLOOD
- D** NORMAL POOL (385')

Key Plan

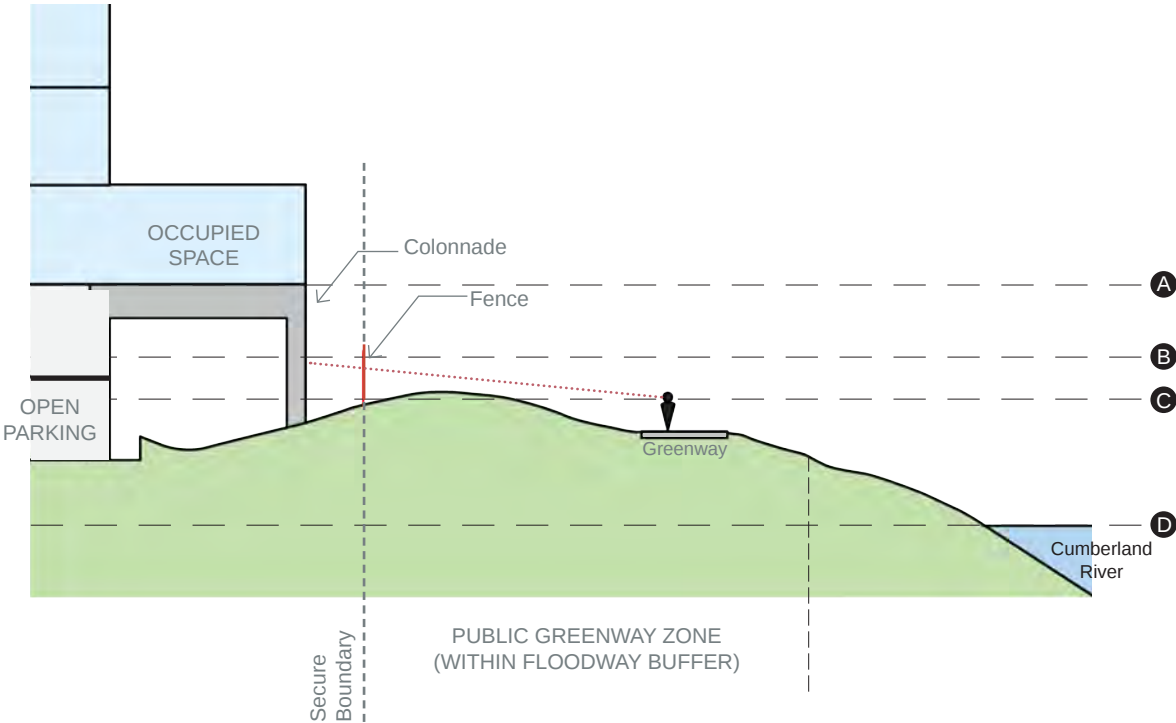
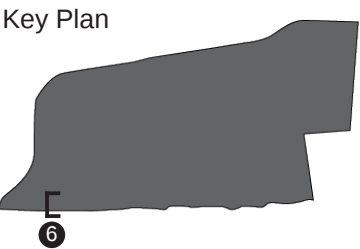


Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section 6: Riverfront at northwest corner of Subdistrict 3

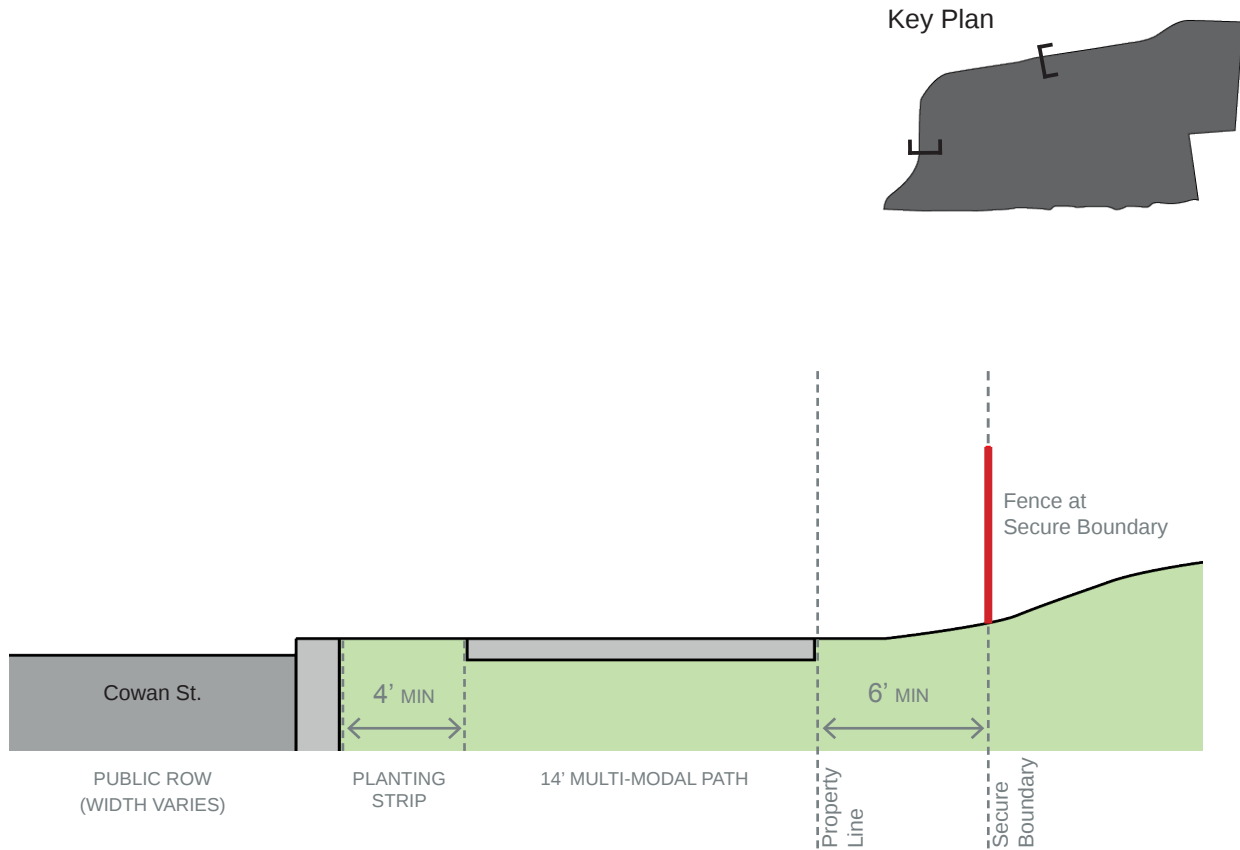
- A BLDG. GROUND FLOOR FFE (Max. 20' + 100 YR. FLOOD)
- B MWS FLOOD OF RECORD (421.0')
- C FEMA 100 YR. FLOOD
- D NORMAL POOL (385')



Section II: Subdistrict Standards

Subdistrict 3: Site Sections

Section: Typical Right of Way (ROW) at Cowan St.



NOTES

1. MINIMUM 4' PLANTING STRIP FROM BACK OF CURB TO EDGE OF MULTI-MODAL PATH.
2. MINIMUM 6' BUFFER FROM EDGE OF MULTI-MODAL PATH TO SECURITY FENCE AT EDGE OF SECURE BOUNDARY.
3. FENCE HEIGHT SHALL BE MEASURED FROM ADJACENT GRADE. WHERE SECURITY FENCE IS LOCATED 6-15' FROM ROW OR GREENWAY, FENCE SHALL BE A MAXIMUM OF 6' TALL. WHERE FENCE IS MORE THAN 15' FROM ROW OR GREENWAY, FENCE MAY BE A MAXIMUM OF 10 FEET.

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Section III: General Standards

General Standards

Where any Subdistrict specific regulation is in conflict with a regulation contained in the General Standards, the Subdistrict specific regulation shall take precedence.

Measurement from “Grade”

- Unless otherwise indicated, reference to measurements of height shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.
 - When buildings are set back from the property line more than 15 feet, grade shall be measured as the average **proposed** elevation at the building façade.
- In the event that the base flood elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the height of the first story, shall be measured from 1 foot above the base flood elevation.

Measurement of Height

- Unless otherwise specified herein, the height of buildings shall be measured in stories.
- The maximum height for an individual story shall not exceed 25 feet from finished floor to finished floor for each of the first 2 stories, 18 feet floor to floor above the second story, and 25 feet for the top story of buildings greater than 5 stories.
- Where a parking liner exists, 2 liner stories shall be counted as a single story, and any number of parking levels may be concealed behind it.
- The maximum height for a raised foundation in Subdistricts 1 & 2 is 6 feet above grade. Subdistrict 3 is exempt from this requirement.
- Basements are not considered stories for the purposes of determining building height.
- Building height shall be measured from each Street Frontage (excluding alleys) or Open Space.

Base Zoning Clarifications

- All properties within the UDO shall be exempt from the Floor Area Ratio (FAR) requirements of the underlying base Zoning districts.
- All properties within the UDO shall be exempt from the Height Control Plane, height limitations, Step-back, and front, rear, and side Setback requirements of the underlying base Zoning districts (including Height Control Planes from adjacent residential districts).
- Impervious Surface Ratio is per the base Zoning District unless otherwise indicated.
- There is no minimum lot size within the UDO.
- Landscaping standards and required buffers shall be controlled by the standards of this document and are exempt from the requirements of the base Zoning districts.
- Plans within the River North UDO shall comply with the Metro Tree Ordinance Standards.

Step-backs

- Within the River North UDO, the step-back is defined as the required minimum distance the upper stories of a building must be stepped back from the outer edge of the build-to-zone, along all applicable frontages.
- To allow for massing variation, stories within the range may be permitted to step-back to a lesser extent or not at all, so long as the minimum step-back depth is met by the required step-back story.

Section III: General Standards

General Standards

Frontages

A Frontage is the specific way in which the building face addresses the street. It is the transition and interaction between the private and public realms. Building Frontages define the character and form of the public spaces within each neighborhood. The following standards shall apply to all development within the River North UDO.

- Buildings shall front a street (excluding alleys), open space, and/or a pedestrian passage.
- Facade Width
 - The minimum facade width is the minimum amount of the frontage that must be defined by a building, and is designated as a percentage of the frontage.
 - Every property shall establish one Principal Frontage along a street.
 - When a lot fronts more than one street the following priority shall be given when establishing the Principal Frontage: Primary Street, Secondary Street, Tertiary Street, Other Street.
 - In the instance a property fronts multiple Primary Streets, any may be chosen as the Principal Frontage.
 - Along a Minor Frontage, modifications may be granted for the reduction of ground level garage Liners and or glazing requirements.
 - For parcels larger than [1] Acre in size, frontage requirements may be further reduced by minor modification.
- Open Space Frontages
 - Facade width and active use requirements shall apply to these frontages the same as a street frontage.
 - All buildings fronting open space shall have a minimum of one primary pedestrian entrance on the open space.

Section III: General Standards

General Standards

Build-to Zone

- The Build-to Zone is the specified depth along a property's street frontage(s) in which the required minimum facade width must be located.
- Depending on site conditions, the front of the Build-to Zone may begin at different locations.
 - When the existing streetscape and sidewalk meets with the Major and Collector Street Plan, the Build-to Zone begins at the back of the required streetscape (including sidewalk zones).
 - When the existing streetscape and sidewalk does not meet with the Major and Collector Street Plan, the sidewalk shall be widened on site and the Build-to Zone begins at the back of the new streetscape (including sidewalk zones).
 - When utility or pedestrian easements exist along the street frontage of a property, the Build-to Zone shall begin at the back of the easement.
 - When buildings front an Open Space, the Build-to Zone shall begin at the back of the Open Space.
- Attachments
 - Structures, including porches, stoops, and balconies may encroach into the Build-to Zone.
 - Elements such as stairs, awnings, and landscaping may encroach beyond the Build-to Zone. Any encroachments into the right-of-way must follow the Mandatory Referral process.
- When calculating the minimum facade width, access to structured parking shall not be counted as part of the required facade width, and access to surface parking shall not be counted part of the required facade width. That is, access to surface parking is allowed in the "remaining" area, after the facade width requirement has been met.

Entrances

- All buildings shall have at least one direct functional pedestrian entrance, along the principal frontage. This may be access to a lobby shared by individual tenants.
 - Whether opening to the circulation network or other public space, the functional entry must be connected to a sidewalk or equivalent provision for walking.
- Buildings with multiple ground floor commercial tenants shall provide at least one direct pedestrian entrance for each tenant space oriented to the frontage, or submit a shared access plan for staff review.
- Corner entrances are appropriate on corner lots.

Section III: General Standards

General Standards

Active Use

- An active ground floor use requirement shall mean a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses. Minimum 15 feet in depth.
- Active uses are those programmed spaces that generate pedestrian street activity and interaction. Hallways, storage rooms, fitness centers, and other ancillary spaces shall not qualify as an active use.
- An active use is required on the ground floor of all streets, open spaces and greenways other than Tertiary streets.
- The term “active use” and ground level “building liner” are synonymous.
- Active ground floor uses must match the facade width percentage requirements. For example, if 60% facade width min. is required along a lot’s frontage, then 60% min. of the lot’s frontage must also consist of an active ground floor use.

Glazing and Massing

- Openings for vehicular access to parking structures on the first floor shall be included in calculation of total facade area.
- All street and open space level exterior windows must have a minimum light transmission of 60%.
 - Modifications may be permitted in so far as it is determined that tinting does not substantially diminish the effect of the building wall or the pedestrian character of the street.

Section III: General Standards

Frontage Types: Storefront Frontage

The Storefront Frontage has a limited Build-to Zone that is close to the street or open space, with building entrances accessible at sidewalk grade. The Storefront Frontage has substantial glazing on the facade at ground level, space for pedestrian-oriented signage, awnings, retail display, and other design features conducive with creating an active commercial streetscape.

The Storefront Frontage is commonly used for general commercial, office, retail, restaurant, lobby, etc.



Section III: General Standards

Frontage Types: Storefront Frontage

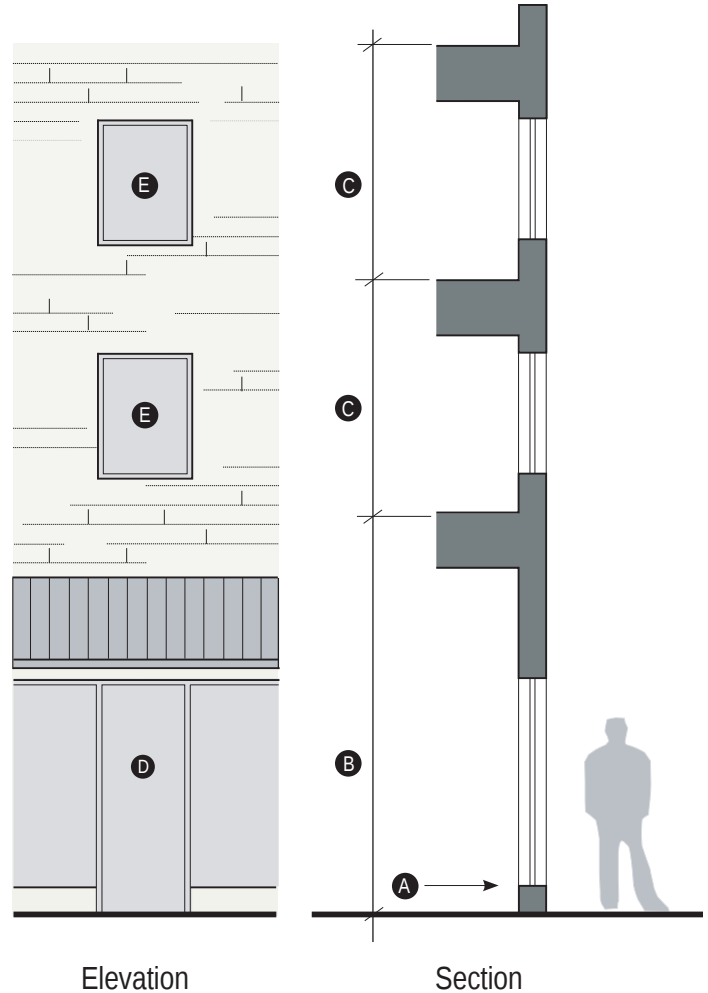
Storefront Frontage

A Max. sill height	3 ft
B Min. ground floor height	14 ft from grade
C Min. upper floor(s) height	10 ft floor to floor
D Min. ground floor glazing*	
Principal Frontage	40% floor to floor
Minor Frontage	30% floor to floor
E Min. upper floor(s) openings	25% from floor to floor

Notes

Where Storefront frontage is allowed, modifications may be given to allow for a Storefront arcade. All Storefront Frontage standards shall be met on the facade behind the arcade.

*All grade-level retail shall provide clear vision glass between 3' and 8' above grade for a minimum of 60% of its frontage area.



Section III: General Standards

Frontage Types: Stoop Frontage

The Stoop Frontage has a limited to moderate Build-to Zone with the first floor elevated from the sidewalk grade. This frontage type utilizes a stoop - a small landing connecting a building entrance to the sidewalk by a stair or ramp - to transition from the public sidewalk or open space into the building.

Stoops are generally provided externally, but may be provided internally as necessitated for ADA compliance.

The Stoop Frontage is generally used for residential and live-work buildings, but may be appropriate for other uses.



Section III: General Standards

Frontage Types: Stoop Frontage

Porch Frontage

A First floor elevation

Min.	24" from grade
Max.	5 ft from grade

B Min. ground floor openings 30% floor to floor

C Min. upper floor(s) openings 25% from floor to floor

Stoop

- D Min. porch depth 5 ft
- E Stoops may extend into the Build-to Zone.
- F Steps may extend into the Build-to Zone, but may not encroach into the public Right-of-Way.

Notes

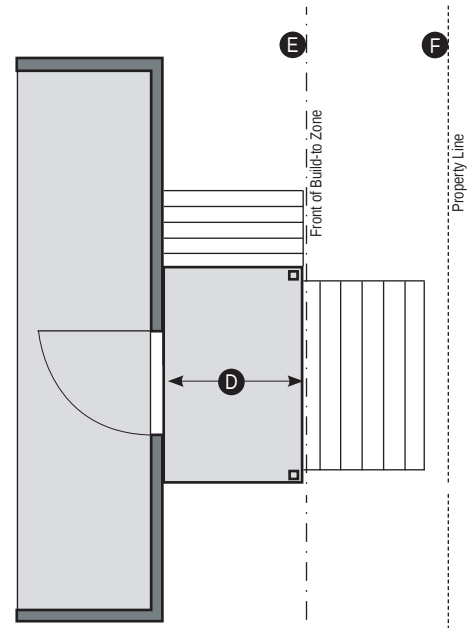
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

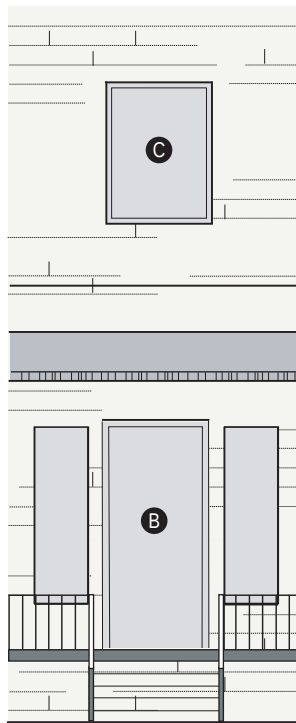
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

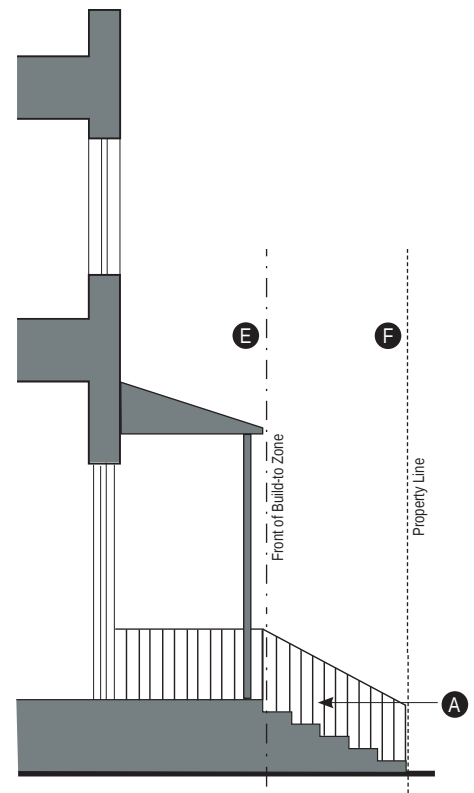
Doors shall face the street.



Plan



Elevation



Section

Section III: General Standards

Frontage Types: Porch Frontage

The Porch Frontage has a moderate Build-to Zone with the first floor elevated from the sidewalk grade. The Porch Frontage utilizes a porch - an open air room appended to the mass of a building with floor and roof but no walls on at least two sides - to transition from the public sidewalk or open space into the building.

The Porch Frontage is primarily used for residential buildings.



Section III: General Standards

Frontage Types: Porch Frontage

Porch Frontage

A First floor elevation

Min.	18" from grade
Max.	5 ft from grade

B Min. ground floor openings 30% floor to floor

C Min. upper floor(s) openings 25% from floor to floor

Porch

- D Min. porch depth 5 ft
- E Porches may extend into the front of the Build-to Zone.
- F Steps may extend into the Build-to Zone, but may not encroach into the public Right-of-Way.

Notes

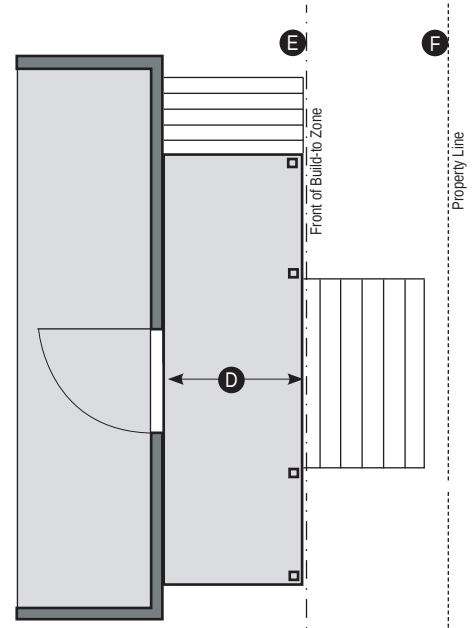
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

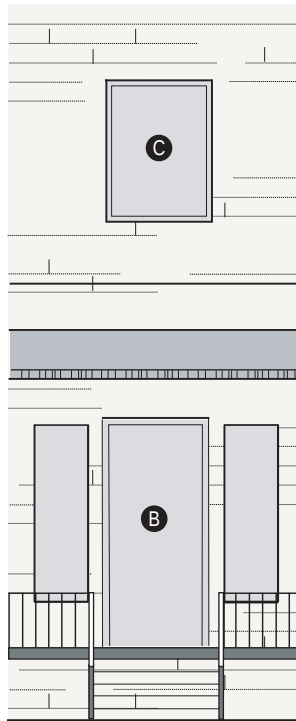
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

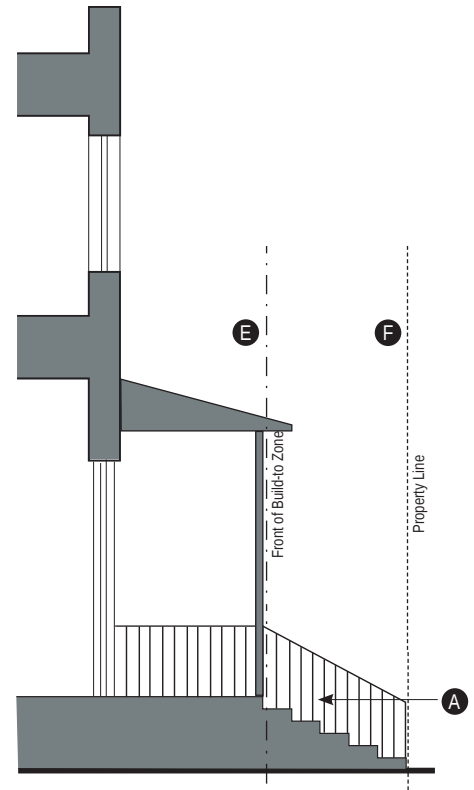
Doors shall face the street.



Plan



Elevation



Section

Section II: General Standards

Frontage Types: Civic Frontage

Civic buildings are designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. Civic buildings are inherently unique structures that present opportunities for unusual and iconic design within the urban fabric.

Civic buildings should be designed with prominence and monumentality.

A Civic building shall be oriented to streets and public spaces and follow the intent of the particular subdistrict in which it is located with regard to pedestrian orientation, massing, and articulation.

Key architectural features should act as community focal points. Where possible, street axes should be terminated by the primary building form or architectural feature. Towers, spires, and other vertical forms are encouraged.

Civic buildings may include the following: community buildings, libraries, post offices, schools, religious institutions, publicly owned recreational facilities, museums, performing arts buildings, and municipal buildings.

Civic buildings shall be reviewed by modification pursuant to the procedure outlined on page 8 of the UDO.



Section III: General Standards

Canopies and Awnings within build-to zone

Canopies

A Clearance

Minimum from sidewalk	8'
Maximum	25'

B Maximum projection

within 2' of curb

C Maximum canopy height

4'

Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

Awnings

A Clearance

Minimum from sidewalk	8'
-----------------------	----

B Maximum projection

First floor	4' from facade
Upper floors	not permitted

C Maximum awning height

5'

The name and logo of the establishment are the only advertising permitted on awnings. All shall follow the Sign Standards.

No awning shall exceed 25 feet in length.

Awnings shall not be constructed of materials that are glossy in finish.

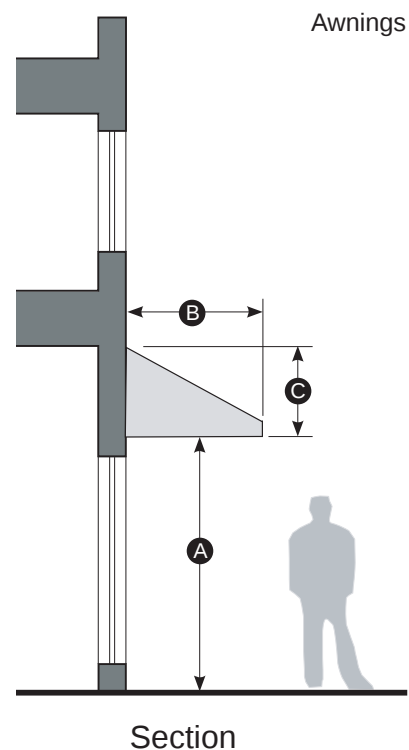
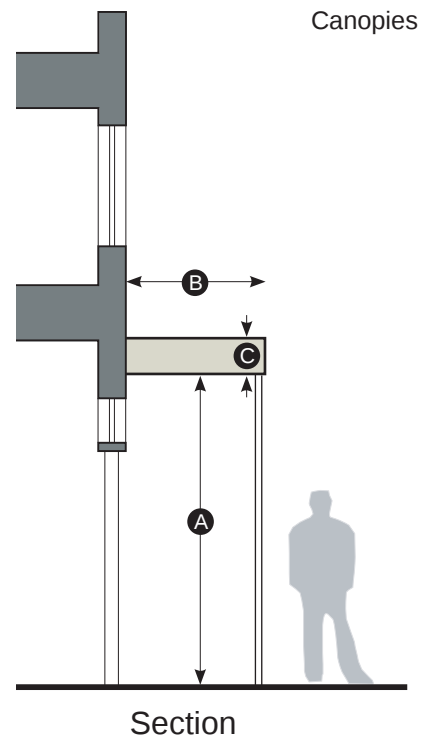
Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

Canopy and Awning standards do not apply to brise soleil or sunshades.

Auto-oriented canopies and awnings

Auto-oriented canopies and awnings, for uses such as drive-thrus and gas station pumps, may be attached to a building according to the following:

- The building shall comply with all Frontage standards.
- The canopy and/or awning shall be lower in height than the primary building.
- The setback of the canopy and/or awning shall be a minimum of 15 feet from the back of the front facade of the building.
- A drive-through canopy and/or awning shall not be located along the principal frontage.



Section III: General Standards

Street Character

The public right-of-way, including streets, sidewalks and public utility infrastructure, plays both a functional and social role in the life of the city and its citizens. Streets organize the city, help to define space, and link destinations. The street is also a public place where people congregate, shop, socialize and live. Active, attractive streets are critical to the continued growth and success of River North. The UDO includes urban design tools to make working, living and playing in River North lively, safe and comfortable.

The UDO uses Street Types as an urban design and organizing tool. All streets are classified on the Regulating Plan as Primary, Secondary, Tertiary, Other, or Alley. The location of vehicular access from all other streets shall be determined on a case-by-case basis. NashvilleNext calls for a strong emphasis on expanding other modes of transportation including walking, cycling and transit. The UDO emphasizes walking, cycling and transit as primary modes of transportation within River North through the urban design of individual buildings, blocks, and neighborhoods.

All Streets

- Streets refer to publicly or privately owned right-of-way. They are intended for use by pedestrian, bicycle, transit and vehicular traffic and provide access to property.
- Streets consist of vehicular lanes and the Sidewalk Corridor. The vehicular lanes, in a variety of widths, provide traffic and parking capacity and may include bicycle paths. The Sidewalk Corridor contributes to the urban character of each neighborhood. It may include pedestrian paths, landscaped planters, street furnishings and street trees.
- Pedestrian safety, comfort, and accessibility should be a primary consideration of street design and dimensioning.
- When alleys are present, vehicular access from alleys is encouraged. Vehicular access from public streets shall be considered in the following order: Other Streets, Tertiary Streets, Secondary Streets, and then Primary Streets as approved by Metro departments.
- Final construction plans shall comply with the Nashville Department of Transportation (NDOT) standards and specifications.

Street Types

Primary Street

Primary Streets accommodate high levels of pedestrian activity and high levels of vehicular traffic. On Primary Streets, active uses – residential, retail, restaurant or office – lining parking structures and on the first floor of buildings, and restricted vehicular access enhance the pedestrian experience. Primary streets provide the opportunity for more intense, urban development including shallow Build-to Zones and, in some cases, increased building height. Pedestrian comfort on these streets is of highest importance. Primary streets should have a continuous street wall, wide sidewalks between 14 and 20 feet to provide room for street furniture such as benches, trash receptacles, and bicycle parking. Primary Streets have the highest level of urban activity such as, outdoor dining, retail displays, and community activities like markets, parades, and music. Street trees provide protection from the sun and rain, reduce stormwater runoff and air pollution, and provide aesthetic value to the city. Trees should be planted in wells with tree grates or planting strip to allow for the uninterrupted flow of pedestrian traffic.

Section III: General Standards

Street Character

Secondary Street

Secondary Streets have moderate levels of pedestrian activity and moderate levels of vehicular traffic. Secondary Streets may be mixed-use or more residential in character. The Build-to Zone is generally shallow, and building heights are limited. In mixed-use areas, a continuous street wall should be maintained and sidewalks should be between 12 and 16 feet wide to accommodate pedestrian traffic. In residential areas, the required minimum façade width is limited – allowing for more space between buildings – and sidewalks may be narrower. Both tree wells and open landscaped planters are appropriate depending on sidewalk width.

Tertiary Street

Tertiary Streets are the less important than Primary and Secondary streets. They may function as “back of house” for buildings with multiple street frontages. Care should be taken to make these streets as pedestrian-friendly as possible while accommodating loading and access needs. Unless appropriately designed to share street space, an 8 foot sidewalk is a minimal dimension for walking accommodations in a highly urbanized area such as River North.

Other Street

Other Streets are streets that do not fall into any of the other street categories. They may have high or moderate levels of vehicular traffic, but often have no access to property and limited pedestrian activity. Building height along these streets is regulated by the other property frontages. Buildings do not front on these streets and may be built up to the property line.

Alley

Alleys are service roads that provide shared access to property. Public utilities as well as access to mechanical equipment and trash should be located off an alley whenever possible. Alleys are encouraged for access and loading.

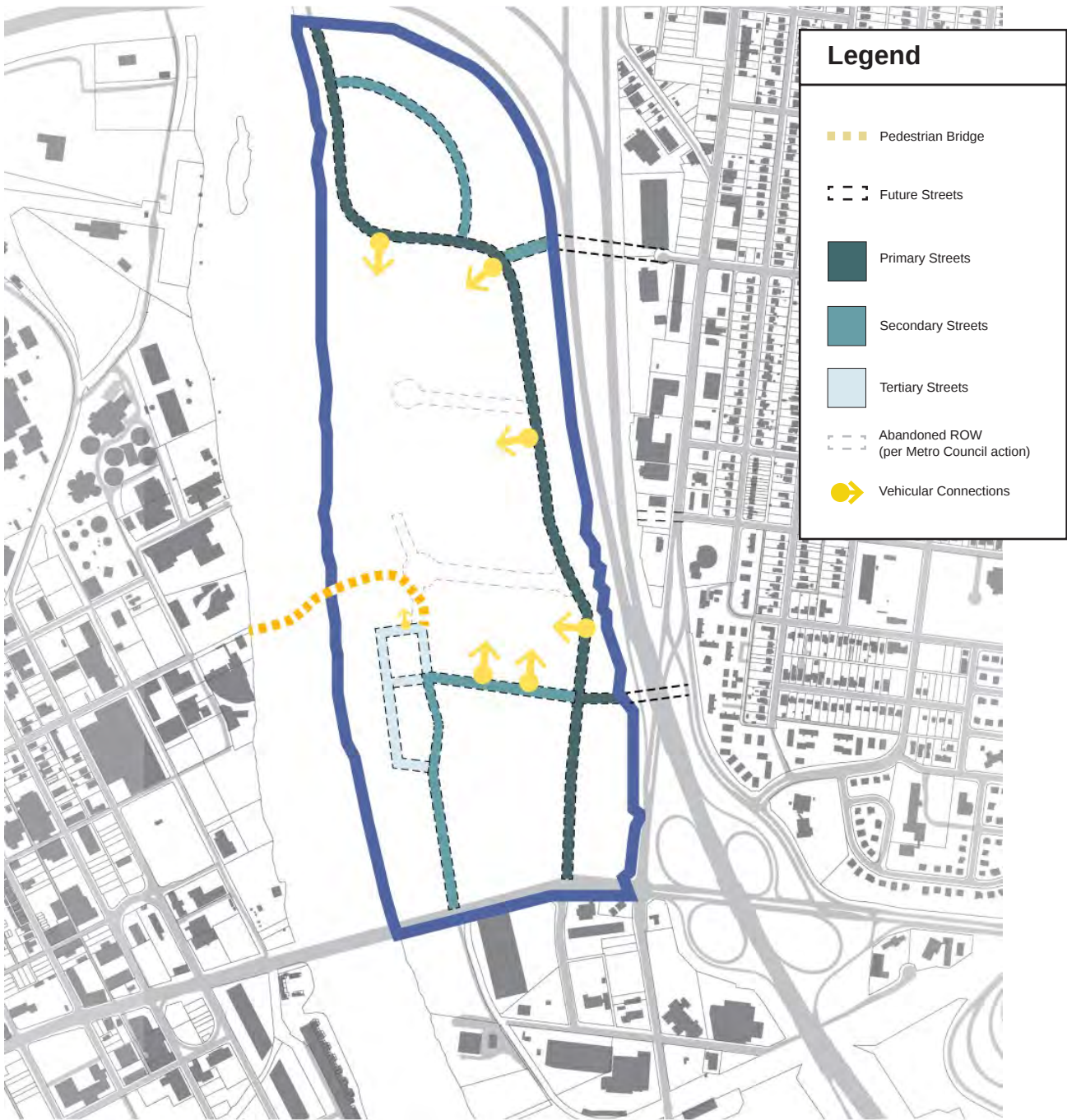
Sidewalk Corridor

The Sidewalk Corridor is the portion of the right-of way between the vehicular lanes and the property line or building façade.

- The primary function of the Sidewalk Corridor is to provide a safe, comfortable, and convenient route for pedestrian travel that is separated from vehicular movements.
- The Sidewalk Corridor is a public space that should include pedestrian amenities such as seating, shade trees, bike racks, places to congregate, trash and recycling receptacles and outdoor dining.
- The Sidewalk Corridor may accommodate public utilities such as electric poles and vaults, water and sewer lines, bus stops and traffic signals.
- The Sidewalk Corridor may also accommodate separated bikeway facilities by providing protection to cyclists from traffic. This may be achieved by an adjacent grass strip or planting zone and may function as a dedicated facility meant for cyclists only, or mixed with pedestrian traffic like a multi-use path.
- As property develops, property owners shall consult with Metro Planning and NDOT to make the necessary improvements to the streetscape in accordance with the *Major and Collector Street Plan* and the *Strategic Plan for Sidewalks*.

Section III: General Standards

Street Character: Future Streets



Proposed Street Network

Section III: General Standards

Street Character: Future Streets

Future Streets

This area will see significant growth and change over the next few years. The Future Streets Plan show how streets could be realigned, connected and created in the future to improve mobility within the area.

Properties near an area highlighted for change on the Future Streets Plan shall consult with the Planning Department and NDOT to discuss the potential change.

Any future street listed in the UDO as a future street can be moved or realigned prior to construction and the designation for that street can be changed. When a street is moved, relocated or the designation is changed prior to construction this is a modification that may be approved by Planning Department staff with a recommendation from NDOT.

Refer to appendix for more information on Cowan St. and Marine Dr.

Section III: General Standards

Street Character

Street Trees

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of forty feet or in accordance with the regulations of Metro departments and agencies.

Tree Quality

Tree species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.

- At planting, trees shall meet the requirements for street trees set out in the American Standard for Nursery Stock.
- All nursery stock used as street trees shall be vigorous, healthy and free of diseases or infestation.
- No species considered invasive in the project's context according to USDA or other state agriculture services shall be allowed.
- Planting Area Dimension
 - The following standards are minimum standards. All development is encouraged to provide street trees with the largest area of pervious surface and volume of soil that can be accommodated.
 - Trees shall be accommodated in planting areas that follow the *Street Tree Standards and Specifications*. When the regulations of this document are in conflict with the UDO, the UDO regulations shall take precedence.
 - Tree vaults shall have the capability to drain water.
 - Planting areas shall not inhibit ingress/egress from buildings or pedestrian traffic along the Sidewalk Corridor.

Section III: General Standards

Building Materials: General Material Standards

All facade materials, exclusive of clear fenestration, shall be high quality and selected from the following list: masonry, masonry panels, textured metal, metal paneling, precast concrete, precast concrete panel, spandrel glass (on upper stories only), cement fiber siding, or materials substantially similar in form and function. Notwithstanding the foregoing, with respect to cement fiber siding, this material may be used throughout a project, however its use on facades fronting public or private streets shall be limited to 25% of the surface area of the total façade fronting such street.

This requirement applies to any facade visible from a public street, open space, or interstate in all subdistricts. Alternative facade materials may be used if determined to be appropriate by the Planning Staff. Modifications may be permitted insofar as it is determined that these materials are necessary to further an established, overriding policy goal and will not significantly diminish the pedestrian experience.

See glazing standards for use of spandrel glass on the ground floor. Spandrel glass may be approved as a permitted material on the ground floor if glazing standards are met.



Project: 16th and Chestnut, Denver. Source: <https://denverinfill.com>, Photo: Ryan Dravitz



Project: Addison and Clark, Chicago. Photo: SCB

Section III: General Standards

Parking and Access: General

Parking and Access: General

- No parking is required within the boundaries of the UDO.
- No onsite parking is allowed between the street and the building.

Parking and Access General Standards

- 17.20.050 Handicapped Parking, 17.20.060 Parking area design standards, and 17.20.130 Loading space requirements shall apply. Where multiple structures are operated by the same entity, loading space requirements may be reduced and shared subject to Metro Codes approval.

Valet and Drop-off areas

- **They shall be located within the right of way when space allows. If not provided in the right of way, they shall be located internal to the development.**
- Where driveways to parking facilities or drop off areas cross the Sidewalk Corridor, priority should be given to the pedestrian realm and the following shall be required:
 - The UDO and the MCSP sidewalks and tree planting standards shall be maintained for any pedestrian island that is created.
 - Bollards or other devices shall be used to separate the pedestrian and vehicular areas.
 - Distinction behind vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.
- Curbside management plans are required. Consolidation of drop-off locations to a single location for multiple properties is highly recommended.

Stormwater

- Utilize LID strategies in Metro Water Services Stormwater BMPs for hardscape, including parking and drive lanes.
- Prior to Final Site Plan approval, projects must demonstrate stormwater and flood mitigation design, and floodplain management.

Section III: General Standards

Parking and Access: Specific to Structured Parking

Vehicular Access

- Vehicular openings to parking structures shall not exceed thirty-five feet in width.
- Vehicular openings shall have a minimum spacing of thirty five feet.

Pedestrian Access

- All parking structures shall have a clearly marked pedestrian entrance, separate from vehicular access, on street frontages. A publicly accessible building lobby may meet this requirement.

Location and Lining

- On the ground level, parking structures shall be located behind a liner building with an active use that is a minimum of 15 feet deep.
- Where no ground level liner is provided (due to modifications or other reasons), facade treatment/cladding shall be required on all street, open space, and pedestrian ways. Cladding shall help to activate the street level with its design cues that integrate with the architectural characteristics of the habitable portion of the building, and of the surrounding built context. Openings for natural ventilation are permissible when well integrated into the facade design. Subdistrict 3 is exempt from these standards.
- Upper level habitable liners are encouraged on all streets. See the Bonus Height Program for more information on bonuses for Upper Level Garage Liners.
- Upper level facade treatments /cladding is required on all street, open space and pedestrian ways (such as greenways frontages, including any portions of facades visible from a given frontage, including interstate frontages. Facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design. Landscape buffering may be considered as an alternative at appropriate locations, such as interstate frontages.
- Underground parking that is visible from the street, shall not extend beyond the façade of the building unless it is screened. Subdistrict 3 is exempt from this standard. Underground parking that is completely below grade may extend beyond the façade of the building. Underground parking may not encroach into the right-of-way.

Section III: General Standards

Parking and Access: Specific to Surface Parking

General Standards for Surface Parking

- Parking area screening and landscaping standards shall apply to all surface parking lots including, but not limited to, public and private parking facilities, driveways and access aisles, the outdoor display of automobiles and other vehicles that are for sale or lease.
- Surface parking is best suited at the side or rear of a building, leaving the building frontage facing the circulation route.

Perimeter Screening Standards for Surface Parking

- Parking areas adjacent to public streets and open space shall be separated from the edge of the right-of-way and/or easements and property lines by a perimeter landscape strip a minimum of five feet in width which shall be landscaped per the standards of this section.
 - All perimeter landscape strips adjacent to public streets and open space shall include a transparent fence or knee wall in accordance with the Fence and Wall Standards.
- Parking areas shall be separated from adjacent side lot lines (with the exception of cross-access points) by a perimeter landscape strip a minimum of 5 feet in width, which shall be landscaped per the standards of this section.
 - A two and one-half foot landscape strip may be provided if the required trees are to be planted in tree islands located adjacent to the property line.
 - Two adjacent properties may share equally in the establishment of a 5 foot (minimum) planting strip along the common property line. In instances where the common perimeter planting strip is part of a plan for shared access, each owner may count the respective area contributed toward that common planting strip toward the interior planting area requirements for the lot. Conversely, a shared parking lot across property lines may be developed with no side lot perimeter planting strip, dependent upon the design and functional use of the space.
- Surface Parking Lots shall provide cross-access to all adjacent development and parking lots.

Interior Planting Requirements

- Parking areas shall be landscaped in accordance with the interior planting requirements of Title 17.24.160.
- Parking areas with less than twelve thousand square feet in total area shall be exempt from the interior and side lot line planting requirements.

Landscape Materials

- Perimeter landscape strips along public streets, open space and side lot lines:
 - Trees shall be installed at a minimum rate of one tree for every thirty feet of frontage. Spacing may be adjusted with the approval of the Urban Forester based upon tree species, the presence of utilities, and the dimensions of the planting strip.
 - Evergreen shrubs and trees shall be installed at appropriate spacing to fully screen vehicles to a minimum height of two and one-half feet.
 - Plantings within fifteen feet of driveways or street intersections shall be maintained to a maximum height of two and one-half feet.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List or an alternative species deemed appropriate by the Urban Forester.
- At planting, trees shall be a minimum of six feet in height and two caliper inches.
- All landscaping shall be in a functioning bio-swale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.
- At planting, all landscaping shall meet the standards for size, form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
- All nursery stock shall be vigorous, healthy and free of diseases or infestation.

Section III: General Standards

Parking Garage: Structure Height Regulation

The ratio of above ground parking garage and base height to the overall building height is an important aspect of the visual appeal and balance of a structure. In order to encourage well proportioned buildings, the ratio of total heights of parking levels to total height of building program levels shall be regulated. This regulation establishes a maximum limitation on the number of parking garage levels per building program level; fewer parking garage levels may be provided.

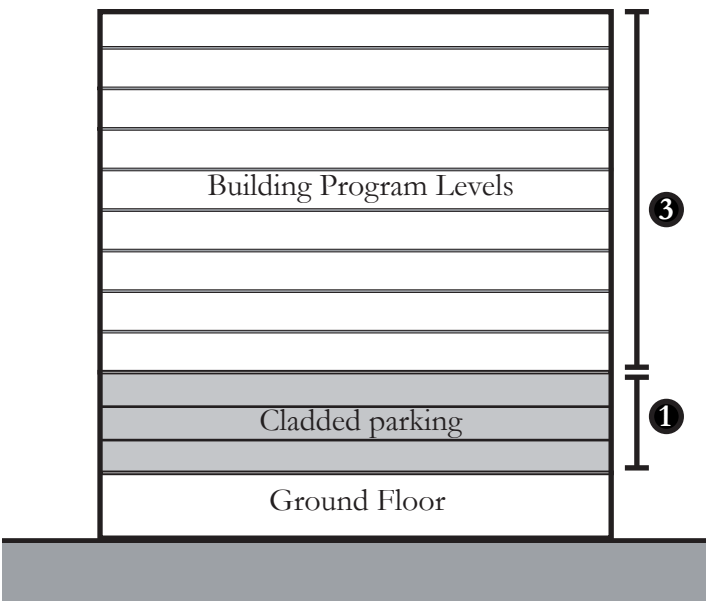
Building Ratio

Maximum Ratio of Garage to Building Height

Parking garage to program ratio 1 garage level : 3 levels

Parking garage height must comply with program to building height ratio. Heights shall be measured from the finished floor to the top of parapet of each program. Ground floor height is excluded from this calculation.

The Structured Height Regulation shall not apply to buildings nine stories or fewer, or where parking is fully located behind upper-level habitable liners as described in this UDO.



Height ratio schematic

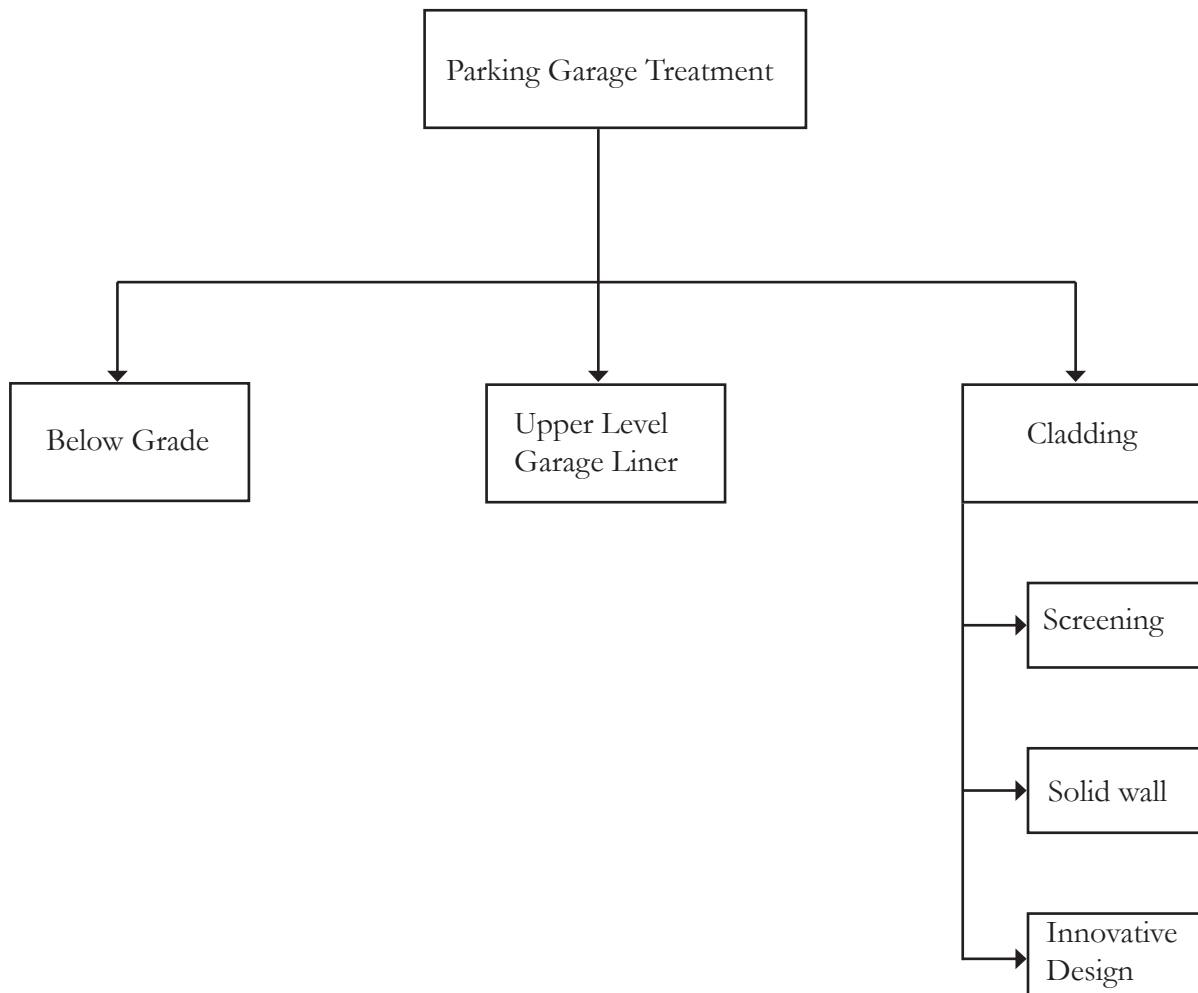
Section III: General Standards

Parking Garage Treatment

All parking garage facades which are adjacent to and visible from a public street, publicly accessible open space, or interstate in all subdistricts are required to be visually shielded. Visual shielding may be achieved by the parking garage levels being below grade, lined with program, or clad according to the standards of this document. Alternative facade shielding methods may be used if determined to be appropriate by the Planning Staff. Modifications may be permitted insofar as it is determined that these methods are necessary to further an established, overriding policy goal and will not significantly diminish the pedestrian experience.

Cladding

If cladding is the determined approach, one or a combination of three cladding strategies shall be used on all facades requiring cladding: Screening, Solid Wall, or Innovative Design.



Section III: General Standards

Upper Level Garage Liner

- A liner program use requirement shall mean a habitable space occupied by retail, office, residential, institutional, cultural, commercial or recreational uses, specifically excluding parking, and mechanical uses. Minimum 15 feet in depth.
- To count as a lined garage, buildings must have liner program on the Principal frontage. If a building has multiple street frontages, all Primary street frontages shall have liner program. Other frontages shall comply with garage screening standards.
- Minimum glazing requirements shall apply to building program liners.



Project: Twelve|Twelve, Nashville. Source: twelvetwelve.com



Project: Hub50 House, Boston. Source: architect.com. Photo: SCB



Project: 5th and Broadway, Nashville. Source: www.usa.skanska.com. Photo: Zack Benson

Section II: General Standards

Parking Garage Cladding: Screening

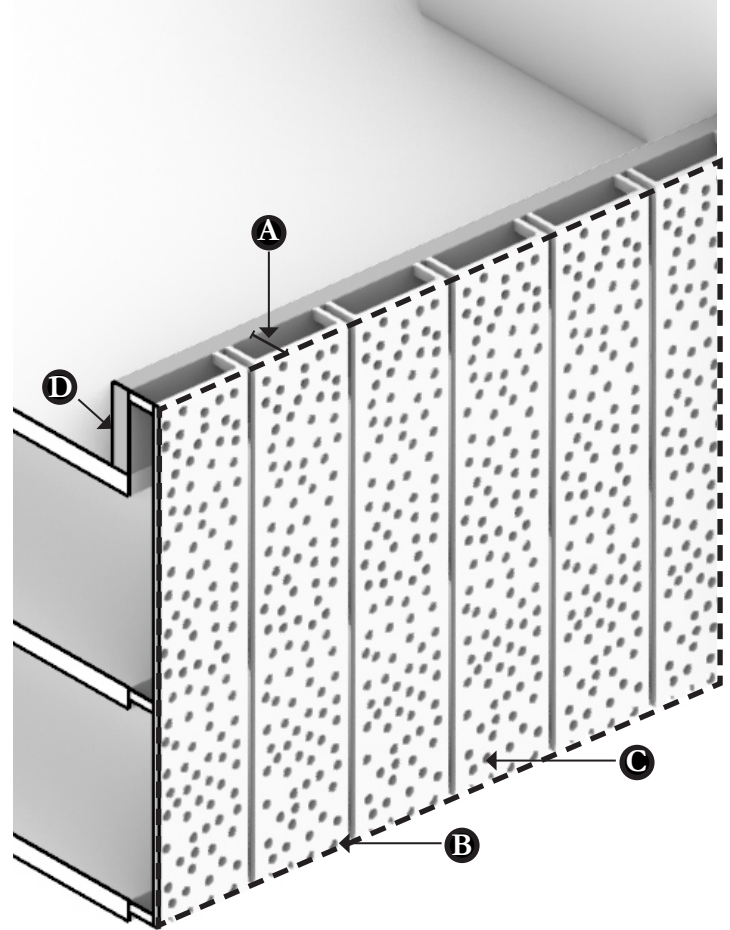
Description: A dynamic pattern of perforations, elements placed as angled panels, or louvers strategically arranged to blend functionality with aesthetic appeal. Crafted from durable materials ensuring longevity and resistance to environmental elements.

Material suggestions:

Perforated screens: Aluminium perforated plate panel systems, aluminium eggcrate grille systems, expanded mesh systems, extruded cassette screens, high tension mesh screens, aluminium corrugated-perforated plate systems

Louvers: Aluminium alloy, galvanized or stainless steel, wood or aluminium composite, reinforced fiberglass, transparent or translucent polycarbonate, corten steel.

Masonry: Brick or concrete blocks (in running, stack, Flemish, English, basket weave bonds), stone veneer, architectural concrete panels



Garage Isometric Section

- A** Screening elements should have a gap of no more than 18" from the outer face of the screen element to the wall.
- B** Screening elements should be interspersed with minimum 60% opaque screening elements across the entire garage facade to block interior light from illuminating the surroundings at night.
- C** Screening elements should not have individual openings greater than 4 square inches to allow for adequate visual obscuring.
- D** Elements shall be located on the garage exterior, cover the floor of each parking deck and extend no less than three feet above floor finish level of the top floor of the garage.
- E** Screening and solid wall strategies may be mixed across a garage frontage to achieve appropriate parking garage treatment compliance.
- F** Screening and garage facade design should maintain appropriate relationship to building design and should be maintained in good condition at all times.

Section III: General Standards

Parking Garage Cladding: Screening



Project: A'eo Tower, Honolulu. Source: www.wardvillage.com



Project: 633 SE 3rd Ave, Ft Lauderdale. Source: oda-architecture.com



Project: Waia, Ward Village, Honolulu. Source: www.azahner.com. Photo: Thai & Lu



Project: Gateway Plaza, Richmond. Source: mgmcgrath.com



Project: 360 N Green St, Chicago. Source: chicago.curbed.com. Photo: Gensler



Project: 333 N Green St, Chicago. Source: chicago.curbed.com. Photo: Gensler

Section II: General Standards

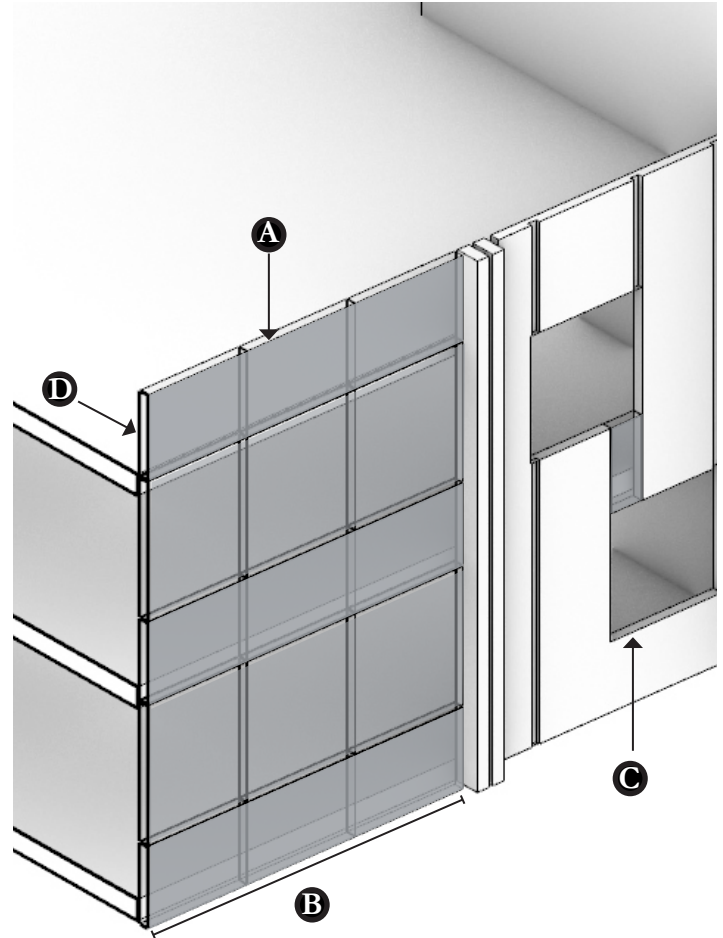
Parking Garage Cladding: Solid Wall

Description: A robust solution crafted from durable and weather-resistant materials designed for resilience against environmental elements for a long duration of time. It offers an opportunity for architectural expression by incorporating patterns, reliefs, or artistic elements while balancing privacy, security and perforation of natural light into the parking structure

Material suggestions:

Opaque: Brick or concrete blocks (in running, stack, Flemish, English, basket weave bonds), stone veneer, architectural concrete panels, stucco

Transparent: Sandblasted opaque spandrel glass, tinted glass (60% transmission)



Garage Isometric Section

- A** Screening elements should have a gap of no more than 18" from the outer face of the screen element to the wall.
- B** Screening elements beyond 60' continuous length should be interspersed with different patterns and articulation strategies.
- C** Openings in exterior walls must be no more than 20% of total garage facade area and no individual opening shall exceed 36 square feet in size.
- D** Screening measures, including rooftop parapets, should be semi-opaque (minimum 60% transmission) up to 4 feet in height from each garage finish floor level.
- E** Screening and solid wall strategies may be mixed across a garage frontage to achieve appropriate parking garage treatment compliance. Opening compliance shall be measured in relationship to solid wall areas.
- F** Design should maintain appropriate relationship to building design and should be maintained in good condition at all times.

Section III: General Standards

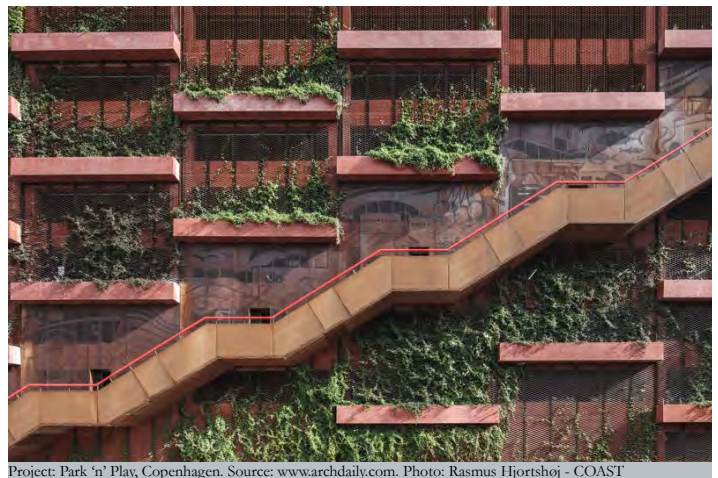
Parking Garage Cladding: Solid Wall



Section II: General Standards

Garage Treatment: Innovative Design

Description: Allows for incorporation of unconventional features that complement both the design of the building and the surrounding while introducing new typologies of materials, scale, or style. Alternative screening methods or materials that do not meet screening or solid wall standards may be used following approval by the Planning Staff or its designee, provided that they are determined to be comparable to screening methods described in this subsection or display exceptional design, not limited to unique architecture, innovative use of materials, improvement of the project's relationship to surrounding properties or improvement to the character of the neighborhood.



Section III: General Standards

Garage Treatment: Lighting

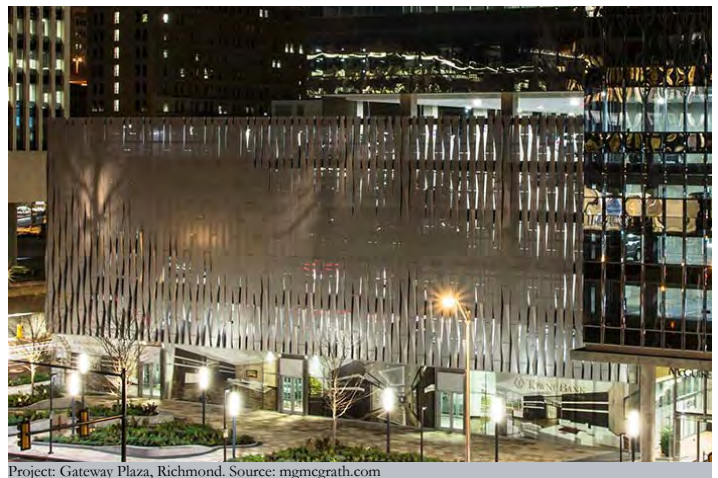
Description: Parking garage lighting standards are to be designed to conform to Illuminating Engineering Society of North America (IESNA) requirements, to the Nashville Dark-Sky Association recommendations, and to the following criteria:

Recommendations:

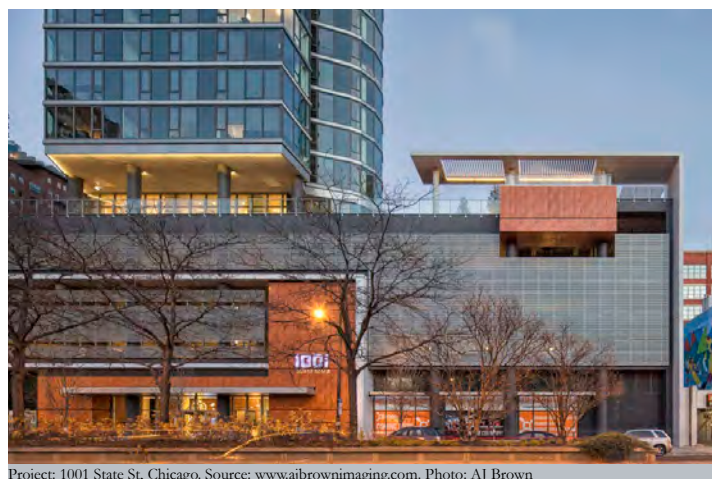
- Glare control: Lighting adjacent to buildings and/or residential districts must be arranged so that luminaires have sharp cutoff at no greater than 78 degrees vertical angle above nadir. Not more than 5% of the total lamp lumens can project above 78 degree vertical
- Rooftop lighting is best set back 15' from the exterior perimeter wall and at a maximum height of 12-16' from floor finish level with cutoff light fixtures that have a maximum 90-degree illumination
- Outdoor lighting should be located, screened, shielded so that abutting lots with residential developments are not directly illuminated, the design should reduce glare to not impair the vision of motorists
- Motion activated lighting that dims when no activity is detected can be explored to increase energy efficiency
- Any internal illumination in which light fixtures are directly visible from the exterior is best directed internally upward or should contain shielded internal light fixtures



Project: Center street parking garage, Berkeley. Source: wonglogan.com. Photo: Marcy Wong



Project: Gateway Plaza, Richmond. Source: mgmcrath.com



Project: 1001 State St, Chicago. Source: www.ajbrownimaging.com. Photo: AJ Brown

Section III: General Standards

Mechanical, Service, and Loading

Applicability

The following elements shall be shielded from view from adjacent public streets, pedestrian corridors, and open spaces.

- Refuse collection, dumpsters, recycling bins, and refuse handling areas that accommodate a dumpster or five or more trash or recycling cans.
- Building or ground-mounted mechanical equipment, including, but not limited, to transformers, back-flow preventors, telephone risers, equipment cabinets, generators, or similar devices.
- Mechanical equipment on roofs shall be fully screened.
- Air conditioning or similar HVAC equipment.
- Loading docks, berths, or similar spaces including, but not limited to, service entrances and maintenance areas.
- Outdoor storage of materials, equipment, and vehicles.

Location and Access

- Applicable site elements shall be located along the alley, along an interior property line, or internal to the property.
- Service elements, such as loading docks and trash collection locations, shall not be accessible from Primary Streets unless a Primary Street is the only frontage.
- Vehicular or service bay openings shall make up no more than 20% of the total frontage length along Primary Streets, Secondary Streets, or Open Space frontages.
- Where access to loading areas and service elements cross the Sidewalk Corridor, priority shall be given to the pedestrian realm and the following design elements shall be required:
 - The MCSP sidewalks and streetscape standards shall be maintained for any pedestrian islands or indentations created.
 - Bollards or other protective device shall be used to separate pedestrian and vehicular areas.
 - Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.
 - Access drive to loading and service may exceed NDOT standards to accommodate turning radius and vehicle size subject to NDOT and Metro Planning approval.

Screening Standards

- Applicable site elements shall be fully screened at all times.
- Refuse collection and refuse handling areas shall be screened by a walled enclosure with gates in accordance with the Fence and Wall Standards of the UDO.

Section III: General Standards

Mechanical, Service, and Loading

Screening Methods

- Vegetative Materials:
 - Vegetative materials shall be planted in two rows in staggered fashion.
 - All trees shall be evergreen with a minimum height at time of planting of at least six feet above the root ball.
 - All shrubs shall be evergreen with the minimum height and spacing necessary to fully screen the item intended for screening (but no less than thirty inches in height) at the time of planting.
 - Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of four feet wide.
 - Fencing and Walls
 - Screening is permitted through the use of a fence or wall constructed in accordance with the Fences and Walls Standards of the River North UDO.
 - Mechanical Penthouse
 - Rooftop mechanical areas must be visually screened from public ROW within UDO and from the interstate.
 - Penthouse height limited to 20'.
 - Penthouse must be setback from the edge of the building roof below, by a distance equal to the penthouse height (minimum 1:1) unless penthouse structure is integrated into the building facade.
 - Penthouse walls and design shall minimize its visual impact, and be otherwise complementary to the building's architecture and design.
 - Parapet Walls
 - Parapet walls or other techniques included as an integral part of the building design shall be used to totally screen any rooftop mechanical equipment from view from adjacent public rights-of-way or open space.
 - Integrated Building Elements or Features
 - Building design or other structural features (e.g., knee walls, alcoves, wing walls, roof extensions, etc.) may also be used to fully or partially enclose site features required to be screened.
 - Alternative Screening Methods
 - Alternative screening methods or materials that are not listed may be used following approval by the Planning Commission or its designee, provided that they are determined to be comparable to screening methods described in this subsection.
- ** In order to properly locate and screen mechanical equipment, approval may be required from applicable Metro departments and agencies.

Section III: General Standards

Fences and Walls

Location

- Permitted Locations: Fences and walls constructed in accordance with the standards in this section may be constructed within:
 - The Build-to Zone.
 - A utility easement only through the express written consent from the utility or entity holding the easement.
 - A required landscape area, Tree Protection Zone, or open space.
- Prohibited Locations: No fence or wall shall be installed that:
 - Encroaches into a right-of-way (without approval through the Mandatory Referral process).
 - Blocks or diverts a natural drainage flow on to or off of any other land.
 - Compromises safety by blocking vision at street intersections or obstructs the visibility of vehicles entering or leaving driveways or alleys.
 - Blocks access to any above ground or pad-mounted electrical transformer, equipment vault, fire hydrant or similar device.

Appearance

- All fences shall be installed so that the finished side shall face outward; all bracing shall be on the inside of the fence.
- Fences and walls shall be constructed of any combination of brick, stone, masonry materials, treated wood posts and planks, rot-resistant wood, metal, and wear resistant nonglossy plastics and recycled materials. Chain link fencing shall be coated with dark colored vinyl when visible from a public street or open space (excluding alleys).
- Chain-link fences are prohibited along street and open space frontages (including along greenways or multi-use trails).
- Razor wire is prohibited.
- Fences and walls used to screen refuse areas shall be opaque and include gates that prohibit unauthorized users to access the area.

Standards by function and location

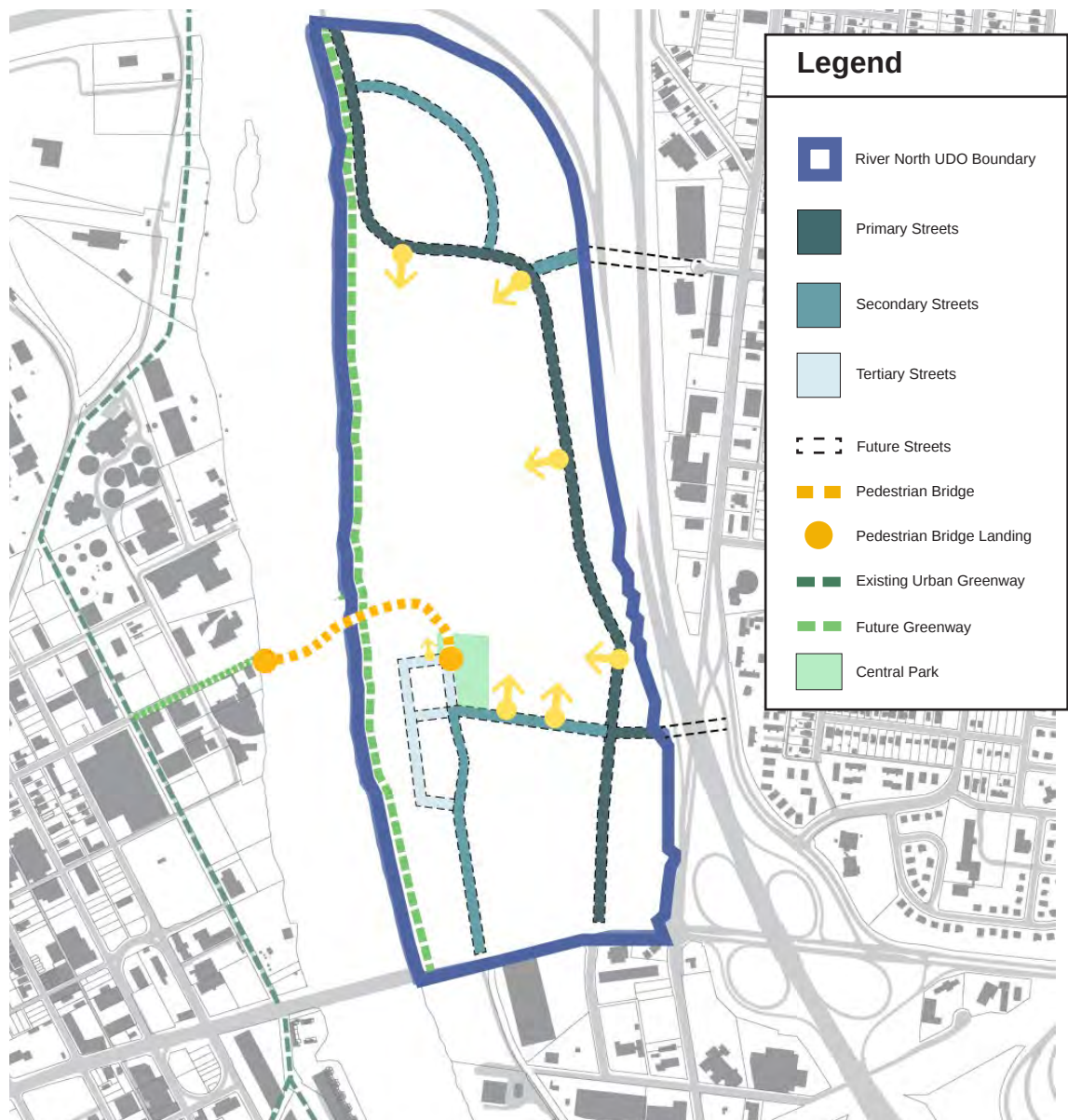
- Fences and walls within the Build-to Zone shall not exceed four feet in height.
 - Modifications may be made in order to properly secure playgrounds and parks.
 - The height of fences and walls along a sidewalk shall be measure from sidewalk grade.
- Fences and walls within the Build-to Zone that are greater than three feet high shall be a minimum of thirty percent transparent to allow visibility into the property.
- Fences and walls used to screen parking shall be a minimum of two and one-half feet above the grade of the parking lot.
 - When a fence or wall is combined with plantings the majority of the plantings shall be between the right-of-way and the fence or wall.
- Fences and walls used to screen mechanical, loading and refuse elements shall be a minimum of two feet taller than the element being screened.
- All other fences and walls shall have a maximum height of ten feet measured from grade.
- Fences surrounding athletic fields and courts may exceed the previous height.

Section III: General Standards

Open Space Network

The design of River North prioritizes a connected network of publicly accessible outdoor spaces, parks, and greenways. Key design considerations include:

- emphasizing public access to the riverfront with the provision of greenways;
- placing primacy on the location and activation of a riverfront park at the landing of the planned pedestrian bridge to ensure a desirable, safe, and secure environment for all users;
- utilizing site design and programming best practices to create vibrant and comfortable places for people and
- reducing vehicular conflicts with cyclists and pedestrians.



Open Space Network

Section III: General Standards

Open Space: General Standards

Two components critical to the success of this district and primary considerations for site design approval are the Central Park and the riverfront greenway. While the riverfront greenway provides public accessibility, porosity, and views of the river, the Central Park shall function as the heart of the public realm in this area--centrally located, thoughtfully programmed, and lined with active uses, making it a vibrant and desirable place to be.

Privately Owned Public Spaces

Privately owned public spaces (POPS) are publicly accessible and welcoming outdoor spaces owned, operated, and maintained by a private entity on privately-owned property. As elements of River North's public realm, POPS shall:

1. Be accessible and enjoyable for all users regardless of ability, by complying with applicable code standards for access for persons with disabilities.
2. Provide clear signage at each street frontage or entrance that describes the space as publicly accessible and outlines the terms of use for the space.
3. Be accessible during daylight hours, at a minimum, throughout the year.

Central Park

A centrally located park, consisting of a minimum of two acres, shall be located within Subdistrict 3. The park may be contiguous or consist of a series of open spaces, linked by the Riverfront Greenway or Green Connections. At least one of the spaces shall be a minimum of 1/2 acres of defined space. The Central Park shall have riverfront access/adjacency and a direct connection to the pedestrian bridge landing. The park shall allow for public gathering and recreation, with activated uses along its edges and incorporate at least 2 priority elements and 2 amenities per acre of park space from the following chart or similar as approved by Metro Planning staff:

Priority Elements	Amenities
• Active recreation feature—e.g. bocce, lawn bowling, corn hole, basketball court, pickleball court • Conditioning element—mistert, shade structure, shelter, or pavilion • Outdoor food service such as open-air café, concessionaire, or retail kiosk • Fountain or reflecting pool • Play facility or play area—e.g. swings, see-saws, slides • Playground • Passive recreation feature—e.g. game tables and seating • Interactive public art other than murals • Public restrooms • Water feature—e.g. splash pad • Docked bike-share (pending NDOT approval) • Stairs or vertical connection to a viaduct or other elevated public space • Greenway connections	• Bike parking and repair station • Community garden • Dog Park • Fitness Equipment • Sculpture art • Gathering space with flexible seating and tables • Performance Stage • Pollinator or sensory garden • Water fountain

Section III: General Standards

Open Space: General Standards

Riverfront Greenway

A north-south greenway shall provide public accessibility, porosity, and views of the Cumberland River. The paved greenway path shall be a minimum of 14 feet wide with 2 foot shoulders on either side unless otherwise approved by Metro Planning staff. Greenway path shall meet ADA regulations. Recreation opportunities, outdoor dining, overlooks, wayfinding, and other interactive programming are appropriate components.

Green Connections

Green Connections are pathways that link the Riverfront Greenway and Central Park to the internal open space network of the larger UDO area. Such connections may serve multiple purposes, but shall facilitate the movement of pedestrians through the open spaces of the UDO and shall not accommodate vehicular traffic.

Green Connections shall be a minimum of 12' in width and may include multi-modal paths that accommodate both pedestrian and bicycle traffic. Multi-modal paths and other Green Connections shall provide places of respite approximately every 1/2 mile which may include seating and bike racks.

Pedestrian Bridge

The Pedestrian Bridge provides a connection across the Cumberland River, from the landing at the publicly accessible park within the UDO to the western landing at Taylor St. in Germantown.

Modifications may be made in order to properly secure Standards of Title 17 not varied by the following Open Space Standards shall apply within the UDO.

Access

- Every open space shall have a minimum of one primary pedestrian entrance from adjacent public right-of-way.
- All publicly accessible open space shall meet the appropriate standards of the Americans with Disabilities Act.

Paving Materials

- Asphalt may be approved by the Planning Commission or its designee for recreational jogging or bicycle paths only.

Landscaping

- Planting areas shall not impede ingress/egress from buildings or pedestrian traffic.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester or Metro Planning.

Section III: General Standards

Bonus Height Program

The Bonus Height Program allows additional building height in the River North UDO in exchange for contribution to specified programs that provide benefits to the public. The additional building height shall be entitled if the proposed development contributes to specific public benefits in the amount and manner set forth herein.

Bonus Height Standards

- Upon providing a binding commitment for the specified public benefit, the proposed development project shall be allowed to build within the restrictions of the Subdistrict, up to the Bonus Height Maximum as established within this section.
- Multiple height bonuses may be compounded insofar as the total additional height does not exceed the Bonus Height Maximum for the Subdistrict.
- Additional development rights achieved through the BHP may be transferred to other sites within the UDO, one time to one receiving site, provided the transferred height does not exceed the Bonus Height Maximum of the receiving site. By right height may not be transferred; only bonus height received through the BHP may be transferred.
- Bonus height transfers shall be based on the square footage of the sending site, not the receiving site.
- No building permit shall be issued for bonus height until the Planning Commission has certified compliance with the provisions of this section, upon referral and assurance of compliance from applicable departments.

Bonus Height Chart

Subdistrict	One	Two
Subdistrict Height	15 stories	25 stories
<u>BONUSES</u>		
LEED Building	Silver = 1 story; Gold = 1 story; Platinum = 2 stories	Silver = 2 stories; Gold = 2 stories; Platinum = 3 stories
LEED ND	2 stories	2 stories
Pervious Surface	1 story	2 stories
Upper Level Garage Liner	1 story	4 stories
Underground Parking	1 story	3 stories
Public Parking	No Bonus	2 stories
Adaptable Garage Levels	2 stories	8 stories
Shared Parking	No Bonus	1 story
Civil Support Space	1 story	2 stories
Public Open Space	2 stories	8 stories
Public Greenway	2 stories	4 stories
Inclusionary Housing	3 stories	10 stories
Maximum Bonus Height	18 stories	38 stories

Section III: General Standards

Bonus Height Program

LEED and LEED ND

The U.S. Green Building Council (USGBC) is a non-profit organization that oversees the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.

LEED for Neighborhood Development integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. LEED ND goes beyond the building to address sustainability on a neighborhood-wide basis.

The bonuses are specific to each Subdistrict. See the BHP Chart for details.

A different nationally-recognized, third-party system of overseeing green building and/or sustainable development practices may be substituted for LEED. Bonuses will be determined by the Planning Commission based on ratings equivalent to LEED silver, gold, and platinum.

Bonuses for individual buildings are given upon pre-certification of LEED silver, gold and platinum. Bonuses for neighborhoods are given upon pre-certification of LEED ND. Every property within the LEED ND neighborhood may utilize the bonus height. The bonuses are specific to each Subdistrict. See the BHP Chart for details.

The following shall apply to all new construction that utilizes the Bonus Height Program for LEED:

- Prior to issuance of a temporary certificate of occupancy for any use of the development, a report shall be provided for the review of the Department of Codes Administration and the Planning Commission by a LEED accredited professional. The report shall certify that all construction practices and building materials used in the construction are in compliance with the LEED certified plans and shall report on the likelihood of certification. If certification appears likely, temporary certificates of occupancy (as set forth below) may be issued. Monthly reports shall be provided as to the status of certification and the steps being taken to achieve certification. Once certification is achieved, the initial certificate of LEED compliance, as set forth herein, and a final certificate of occupancy (assuming all other applicable conditions are satisfied) shall be issued.
- To ensure that LEED certification is attained the Department of Codes Administration is authorized to issue a temporary certificate of occupancy once the building is otherwise completed for occupancy and prior to attainment of LEED certification. A temporary certificate of occupancy shall be for a period not to exceed three (3) months (with a maximum of two extensions) to allow necessary time to achieve final certification. Fees for the temporary certificate (and a maximum of two extensions) shall be \$100 or as may otherwise be set by the Metro Council. Once two extensions of the temporary certificate of occupancy are granted, any additional extensions shall be granted only in conjunction with a valid certificate of LEED noncompliance as set forth herein.
- If the property fails to achieve LEED certification, the Department of Codes Administration is authorized to issue a short-term certificate of LEED noncompliance. This certificate will allow the building to retain its certificate of occupancy pending attainment of LEED certification. A certificate of LEED noncompliance shall be for a period not to exceed three (3) months and may be renewed as necessary to achieve certification. The fee for noncompliance shall be issued every time the certificate is issued for up to ten years.
- The fee for a certificate of LEED noncompliance shall be based on the following formula: $F = [(CN-CE)/CN] \times CV \times 0.0075$, where:
 - F is the fee;
 - CN is the minimum number of credits to earn the level of LEED certification for which the project was pre-certified;
 - CE is the number of credits earned as documented by the report; and
 - CV is the Construction Value as set forth on the building permit for the structure.

Section III: General Standards

Bonus Height Program

Pervious Surface

The integration of pervious surfaces into site design and building design benefits the individual development, the neighborhood and the city. Pervious surfaces can reduce stormwater runoff, flood risk, irrigation needs and the burden on infrastructure. Examples of pervious surfaces include pervious pavement, green roofs, bio-swales, landscaping, and green screens. As technology in this field advances, additional pervious surfaces may meet the intent of this standard.

- The number of square feet of Bonus Height shall be twice that of the number of square feet of Pervious Surface. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Green roofs that are utilized to meet LEED certification may not be “double counted” for both the LEED height bonus and the Pervious Surface height bonus. If the level of LEED certification would be met without the green roof, then the green roof may be counted for the Pervious Surface height bonus.
- Pervious Surfaces may not be double counted if used towards the Public Open Space or Public Greenway Bonuses.

Upper Level Garage Liner

The public realm of the streetscape is improved by lining above ground parking structures with habitable space. See the BHP Chart for a list of Subdistricts in which the Upper Level Garage Liner bonus may be utilized.

- Height bonuses are given for upper levels of habitable space, a minimum of 15' in depth, which masks a parking structure from view along streets or open space (including greenways and multi-use trails).
- The number of square feet of Bonus Height shall be twice that of the number of square feet in Garage Liners. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.

Underground Parking

The public realm of the streetscape is improved by providing parking in underground structures. See the BHP Chart for a list of Subdistricts in which the Underground Parking bonus may be utilized.

- The number of square feet of Bonus Height shall be equal to the number of square feet in Underground Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Height bonuses are not given for ground level liners, or upper level liners that are required by the UDO.

Public Parking

Parking accessible to the general public is important to the continued growth and vitality of Downtown. See the BHP Chart for a list of Subdistricts in which the Public Parking bonuses may be utilized.

- The number of square feet of Bonus Height shall be twice that of the number of square feet in Public Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Public Parking shall be clearly marked as public, and shall be accessible to the public, at all hours that the garage is open, for the lifetime of the building.

Section III: General Standards

Bonus Height Program

Adaptable Garage Levels

Parking Garages built to accommodate future uses, with a ceiling height of 11 feet or greater, are encouraged and desired. See the BHP Chart for a list of Subdistricts in which the Adaptable Garage Levels bonus may be utilized.

- The number of square feet of Bonus Height shall be twice that of the number of square feet in the Parking Garage, so long as the garage is designed with 11 foot high ceilings or greater and an Architect has provided a letter to Planning asserting that the garage can be easily converted to an alternative use if parking is no longer needed or desired. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Underground parking levels are not applicable for the Adaptable Garage Levels Bonus.

Shared Parking

Shared Parking provides opportunities for businesses and establishments to consolidate parking needs, thereby consuming less physical space to satisfy their joint parking demands. In addition, Shared Parking can consist of Park and Ride, or dedicated car-sharing spaces. See the BHP Chart for a list of Subdistricts in which the Shared Parking Bonus may be utilized:

- The number of square feet of Bonus Height shall be equal to twice the number of square feet in Shared Parking (including Park and Ride or car sharing lots). The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Shared Parking must demonstrate that the parking results in less parking spaces than would typically be provided as individual allocations.
- Parking agreements must be recorded and remain in place for the lifetime of the buildings.
- Park and Ride and car sharing options must demonstrate acceptance by all applicable entities including Metro Departments.

Civil Support Space

The dedication of Civil Support Space offers height bonus for the developer's contribution of space to a specific use or entity that serves to better the neighborhood or community. See the BHP Chart for details for a list of Subdistricts in which the Civil Support Space bonus may be utilized.

- Civil Support Space is typically on the ground level. Upper levels may be appropriate depending on the intended use.
- The number of square feet of Bonus Height shall be twice that of the number of square feet donated to Civil Support Space. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Civil Support Space shall be dedicated to the chosen use or uses for 15 years. Adherence to this standard shall be checking yearly by the Planning Commission or its designee.

The Planning Commission may require the developer to execute an agreement, restrictive covenant, or other binding restriction on land use that preserves the use of Civil Support Space for the required period before final site plan review.

The following are examples appropriate for Civil Support Spaces:

- Institutional Uses
 - Cultural center
 - Day care center
 - School day care
- Education
 - Community education
- Transportation Uses
 - Transit Center
- Waste Management Uses
 - Recycling collection center
- Recreational, Civic, or Entertainment Uses
 - Community playground
- Other Uses
 - Community garden

Other uses may be appropriate for Civil Support Space. The applicant may propose a different use for Civil Support Space to be approved by the Executive Director.

Section III: General Standards

Bonus Height Program

Public Open Space

Open Space accessible to the general public is critical to the continued health and vitality of River North. See the BHP Chart for a list of Subdistricts in which the Public Open Space bonus may be utilized.

- The number of square feet of Bonus Height shall be seven times that of the number of square feet in Public Open Space. The additional square footage may be used or transferred to the Bonus Height Maximum as determined on the BHP Chart.
- Public Open Space may be provided on the property being developed, or on another property within the UDO. In the latter case, the derived bonus shall be transferred from the Open Space Site to the Development Site.
- Public Open Space shall be clearly marked as public, and shall be accessible to the public, at all hours that the open space is open, in perpetuity.
- In order to qualify for the bonus, all of the following requirements shall be met:
 - Minimum contiguous area of $\frac{1}{4}$ acre.
 - Accessible to the public through a secured public easement, dedication, or agreement with Metro Parks or a Metro approved third party trust.

Public Greenway

Greenways and multi-use paths serve a key dual function: to provide recreational enjoyment for River North, and to provide increased connectivity to destinations in East Nashville that provides a critical alternative mode of transportation for residents and visitors to navigate the surrounding area without the need of a car. See the BHP Chart for a list of Subdistricts in which the Public Greenway bonus may be utilized.

- The number of square feet of Bonus Height shall be 50 times that of the number of linear feet in Public Greenway / multi-use path dedicated. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Public Greenways requires the dedication of land to Metro (or acceptance of a permanent public easement) for the explicit use of Greenways/multi-use paths.
- In order to qualify for the bonus, all of the following requirements shall be met:
 - Accessible to the public through a secured public easement, dedication, or agreement with Metro Parks.
 - When feasible, pedestrian linkages shall be provided to adjacent neighborhoods and developments.
 - Proposed buildings abutting the Greenway or multiuse path shall include ground level active uses, with at least one direct pedestrian entrance.

Inclusionary Housing

- Bonus Height is available for compliance with Section 17.40.780 of the Zoning Code as shown in the Bonus Height Program Chart.

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